

CITY OF GREEN  
**Planning Department Review**  
PLANNING & ZONING COMMISSION  
*April 20, 2016*

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**Item 16-10**

**The Gables of Green**

(R. Guld, CAM, Inc.)

Location: Northeast corner of Graybill Rd. &  
Future Franks Pkwy

Site Plan Review

*Zoning: PD*

**PLANNING DEPARTMENT**

Applicant is presenting a final site plan for the Gables of Green, a proposed Assisted Living/Memory Care facility within the Heritage Crossings of Green Planned Development District. The 75 acre District is located at the northeast corner of Massillon & Graybill Roads and extends to I-77.

The general development plan of Heritage Crossings was initially reviewed and approved by the Planning & Zoning Commission/City Council in 2010. The Phase I final plat, which created two lots and five blocks and also dedicated Franks Parkway, was approved by City Council in 2011. (There have been subsequent replats for the purpose of dedicating additional right-of-way along Massillon and Graybill Roads.) The applicant returned to the PZC at the December 16, 2015 meeting for review of an amended general development plan to add the facility now being considered. (The area of the facility was originally reviewed/approved as General Business/Office.) The amended plan was then approved by City Council. The current final plan is consistent with the approved general plan.

The proposed facility would be situated on the proposed 5.9513 acre Lot 4 at the northeast corner of Graybill Road and future Franks Parkway (if that name is continued). The parcel and dedicated roadway would be part of the Heritage Crossings Phase II plat, which is currently being finalized prior to submission for PZC/Council review. The site plan indicates the proposed facility and a future project that consists of two independent living apartment buildings and associated parking on the proposed 4.1679 acre Lot 3 adjacent to the north. The site also abuts I-77 on the east side.

The site is currently vacant. The eastern half is wooded and a delineated wetland with associated 30' buffer zone lies on the northwest portion. A letter from the Army Corps of Engineers has been submitted with a preliminary jurisdictional determination on the wetland stating it may be a water of the United States. No impacts to the wetland/buffer zone, which are also included in the dedicated open space area for the District, are proposed. The letter also contains a jurisdictional determination (JD) on an approximately 800' long ditch that bisects the site from north to south. The JD declares the ditch to be non-jurisdictional (i.e. not a water of the United States). The ditch will be eliminated to accommodate the project. The dedicated open space associated with the ditch will be vacated and replaced on site.

The proposed (and possible future) use is permitted in the PD District. The Park Covenants for Heritage Crossings also permit both uses. A floor plan has been provided that proposes 66 Assisted Living units (ranging from studio units to one-bedroom units with den) and 24 Memory Care units (26 total beds in studio and semi-private units) for a total of 90 units (92 beds). The density of 15.1 patient rooms per acre would comply (18 rooms/acre maximum). A central commons area would provide support for the two care wings. This would include the main entry/reception area, kitchen/dining rooms, media room/chapel, lounges, conference room, laundry, physical therapy & activity rooms, and offices. The Memory Care wing would have a center courtyard with three, 6' x 10' patios. The Assisted Living wing would feature two courtyards. The western courtyard would also have a total of 19, 6' x 10' patios outside the living units in this area. The building would have a total floor area of 78,010 SF. There would be a total of 85 employees.

The site would meet zoning requirements for area, width, and frontage. All building setbacks would comply (35' at closest point). Building coverage of 30% and impervious surface area ratio of 55% would comply (as applied to proposed Lot 4).

Building elevations are provided. The one-story building would have an overall height of 24' to the mid-line of the highest roof, which complies. The facility would feature a blended color stone veneer as the primary material with a Desert Clay color vinyl shake siding as the secondary material on all four sides. Per architect, the siding coverage would range from 23% to 29% on the four elevations, which complies (30% maximum in PD). The design would include multiple roof-lines, gable ends, and a round turret-style tower near the front entry. The roof would be Weathered Shadow asphalt shingle. A gabled drop-off canopy would be provided over the front driveway loop. The canopy would feature stone veneer support columns and a front façade of white cementitious panels with a leaded glass window. Canopy clearance would be 14'. A color rendering and photos of the existing Gables of Hudson facility are provided for reference.

A dumpster with enclosure would be situated at the rear service/receiving area of the building, which is directly east of the commons area. The enclosure would consist of a 7' tall stone veneer wall with precast stone cap to match the building and tan color wood composite gates. This area would also include a transformer, a generator, and a cluster of condenser units, which would all be obscured by a 6' tall stone veneer screen wall. A mansard roof on the rear elevation of the commons area would be provided to screen roof-top equipment.

Three separate parking areas would accommodate a total of 69 spaces (including 3 handicap) on asphalt pavement. Parking would consist of 15, 10' x 20' spaces and 54, 10' x 18' spaces. The proposed 10' x 18' spaces are permitted given the provision of additional green space on site in addition to the required green space (20 SF per 10' x 18' space). In this case, the 54 spaces would require 1,080 SF additional green space area, which is accounted for in the dedicated open space to be provided on site. Parking aisle widths of 24' and setbacks would comply. The single bay parking areas in the front yard would also comply in the PD District (one double bay permitted in front yard for non-residential uses). Per code, required parking for the facility is one space per three beds, or a total of 32 spaces.

Access to the site would be via a single two-way drive off the future public roadway. Drive width of 36' would comply (40' maximum). No direct access from Graybill Road is proposed. The looped driveway at the main entrance would offer a pick-up/drop-off area under the referenced canopy. As the proposed property line between Lots 3 & 4 would bisect a portion of the access drive, an access and maintenance easement will be placed here to allow shared use of the drive. A network of sidewalks would provide pedestrian mobility throughout the site, which includes a connection to the future public sidewalk across the frontage of the site and to the walking path system that extends throughout the District. The portion of the path that extends through the enhanced Riparian corridor is currently in place.

Two freestanding identification signs are proposed at this time. Each overall 8' x 3'-4" (26.4 SF) double-sided sign would feature a routed aluminum face and plastic push through copy with vinyl overlays. The sign faces would have a tan background with green copy and a black logo. It would be supported between two 5'-4" tall stone columns with sandstone caps, which would match the building. Overall height to the top of each sign face would be 6', which complies. The site meets the frontage criteria of Sect. 1229.06(8)(B)(6) for a corner lot and therefore qualifies for two identification signs (i.e. at least 300' frontage on both street frontages). The total sign face area of 53 SF would comply (70 SF maximum for the two signs) and their separation would be greater than the 200' minimum. Sign #1 is shown directly north of the main access drive and set back 17' to the future right-of-way, which complies (10' minimum). The sign, however, is situated within a sign easement on future Lot 3, which makes it an off-premises sign and not permitted per code. The sign could be relocated to the south side of the driveway to place it on Lot 4 (i.e. on-premises). The proposed 17' setback would place it beyond the 12' utility easement but within a proposed storm sewer easement. Sign #2 would be located at the northeast corner of Graybill Rd. and the future roadway. It is shown with a 42' setback to the Graybill Rd. right-of-way and beyond a 30' radius from the intersection of the right-of-way lines, which complies. It would be outside of any proposed easements. Both signs would be internally LED illuminated. An illustration is also provided showing the nighttime view. The site address number would be engraved numerals within a sandstone block on both sides of the front column (Sign #1 only). Each sign would feature landscape enhancements to include a mix of low growth shrubs, as illustrated in the overall site landscape plan. A wall sign is indicated on the rear (east) elevation. The Zoning Division is responsible for review/approval of wall signage prior to permitting.

A comprehensive site landscape plan is provided. The plan indicates extensive plantings along the building foundation and parking areas/walkways, within the courtyard areas, and at the freestanding identification signs. Landscape enhancements are also proposed around the retention pond, similar to existing ponds within the allotment (see photos).

A site lighting plan has been submitted. It includes decorative light poles along the front parking areas/drive aisles and walkways. Poles would vary between 10' and 14' overall heights, depending upon location. Fixtures would be LED. The north drive aisle and rear parking area would be illuminated via 20' tall poles with cut-off style LED fixtures. Proposed pole heights would comply (20' maximum for cut-off style lights). Specification sheets are provided for the fixtures/poles. Per applicant, light poles/fixtures will be black. A site photometric plan is provided that indicates minimal light migration onto adjacent properties and the right-of-way.

The site would be served by central sanitary sewer and water via connection to the utility lines that will be installed within the future roadway. Sanitary laterals would also be provided for the future multi-family buildings. Fire hydrant locations are also shown. Other utilities, especially electric/phone/cable, will be provided via underground connection. Utility easements are shown on the plans where required. A right-of-way permit will be required for all work to be performed within the public right-of-way.

Stormwater run-off from the site would be routed to two separate stormwater management/water quality basins on site. One basin, a retention pond to be situated in the northwest corner of the site, would pick up flow from the front portion of the building/parking areas. A second basin (detention) in the northeast corner would handle the rear (east side) of the facility/site. Both features would outlet toward the wetland area to the north. The basins would be designed to also accommodate run-off from the future multi-family project. A separate storm sewer would pick up drainage from an existing culvert under Graybill Road and route it to an outlet near the wetlands in the northwest corner. The proposed 30" pipe would be placed within a 25' wide storm sewer easement running parallel to and beyond the right-of-way of the future roadway. (This will be shown on the Phase II plat.) Stormwater management/storm sewer calculations have been submitted for Engineering review.

A site grading plan is provided. The site slopes down from Graybill Road and the finished floor elevation of the facility would be approximately 9'-15' lower than this roadway. The future public roadway would provide the necessary grade transition to the access drive. All grading would be outside the wetland buffer area of the site. The site SWPPP will need to be submitted to the Summit Soil & Water Conservation District for review/approval. A Land Disturbance permit is required from the City prior to commencement of earthmoving activities on site. A Stormwater Management Maintenance Agreement will be required for this site per EPA requirements.

The open space areas on site to be vacated would total 0.819 acres of land (0.6147 acres of this is associated with the ditch that will be removed). This would be replaced by a 0.5269 acre open space area around the northwest stormwater retention pond and 2.1048 acre area along the Graybill Road frontage and east side of the building (2.63 total acres). These areas will need to be indicated on the final plat for their vacation/dedication. Use and maintenance of all open space area within the District is provided for in the Park Covenants.

### **DESIGN REVIEW BOARD**

Made the following recommendations to the Planning & Zoning Commission:

1. *Facilitate a looped walking path route within the District by connecting to the future Franks Parkway sidewalk and extending connections to the facility on the north side and along the east side near I-77. Provide walking path route/details on improvement plans.*
2. *Provide a landscaped headlight berm along the parking area facing future Franks Parkway.*
3. *Design stormwater management basins as retention ponds and provide enhancements similar to the other ponds within the allotment.*
4. *Assure that the freestanding identification sign at the corner of Graybill Rd. and future Franks Parkway does not interfere with motorists' sight distance (especially those on Franks Pkwy looking east). It is also understood that the developer/owner has assumed the risk of relocating this sign if needed due to a roundabout at this intersection.*

(Note: these items have been addressed.)

Per review, it was also agreed that no cupola on the canopy roof was necessary.

## **ENGINEERING**

Currently reviewing site improvement plans and stormwater management/storm sewer calculations.

## **FIRE**

Acceptable.

## **ZONING**

No comments received. Sewer, right-of-way, building, and zoning permits are required for the facility. A Certificate of Use & Compliance is required prior to operation of the facility. Zoning permits required for all signage.

## **STAFF RECOMMENDATION**

*Staff recommends conditional approval of the proposed facility and signage contingent upon the following:*

- 1. Final Engineering approval of the site improvement plans/stormwater calculations.*
- 2. Eliminate the off-premises nature of Sign #1 by relocating onto proposed Lot 4. If the relocated Sign #1 is within the proposed storm sewer easement, the property owner should agree to assume responsibility for replacement if needed due to future sewer work. (Note: the owner has agreed to assume the responsibility for relocation of Sign #2 if needed for construction of a roundabout there.)*

*The locations of both signs shall be staked prior to installation so the setbacks can be verified.*

*Operation of this facility is also contingent upon the extension of the future roadway within Heritage Crossings.*

*The developer is responsible to meet all local, state, and federal requirements in the development of this project.*