

CITY OF GREEN  
**Planning Department Review**  
PLANNING & ZONING COMMISSION  
*June 21, 2017*

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**Item 17-16      Bayside Investments Planned Development**  
(C. Cawrse, Cawrse & Associates, Inc.)  
Location: Between I-77 and Tabs Drive  
Conceptual Site Plan Review – 50.9 Acres  
Rezoning: 50.9 Acres R-1 to PD

**PLANNING DEPARTMENT**

This item was tabled by the PZC at the May 17, 2017 meeting. No modifications have been made to the concept plan, which is described below:

Applicant is presenting a conceptual site plan for Bayside Investment Group, which is seeking to develop 50.9 acres of land that lies between Tabs Drive and I-77 (former Miller Farm). The plan indicates a mixed-use development consisting of attached multi-family, single-family, and commercial uses. A similar plan was reviewed by the Planning & Zoning Commission at the January 18, 2017 meeting as a Discussion item (i.e. no action taken). The rezoning request associated with this conceptual plan is for 50.9 acres of land from R-1, Single-Family Residential to PD, Planned Development.

The site, which consists of two parcels of land, is currently owned by the applicant. The main tract (40+ acres) contains a single-family residence and is characterized by a wooded area to the north and agricultural fields to the south. An adjacent 5+ acre parcel to the east is entirely wooded and vacant (see attached aerial). A pond, intermittent streams, and the majority of the wetland areas on site are found within the northern portion. The site is bounded by I-77 to the north, the Akron Canton Corporate Park to the east/south, City of Green property to the south, and residential property to the west. The property currently has frontage on the south end of Molly Drive, which intersects with E. Turkeyfoot Lake Road to the north.

The residential component of the plan includes a four-story senior independent living apartment building (127 units on a 6.25 acre site), one-story ranch apartments similar to the Emerald Ridge development (6 buildings with a total of 43 units on a 7.10 acre site), three-story stacked flats (13 buildings with a total of 156 units on a 8.7 acre site), and 61 cluster homes on 19.5 acres (fee-simple lots). A total of 387 residential units are shown at full build-out for an overall density of 7.61 units per acre (387/50.9 acres - per code, the maximum density is calculated by dividing the total number of proposed units by the gross acreage of the entire development). For the types of residential uses being considered, code allows maximum densities in the range of 8 – 20 units per acre. (*Note: the previous plan proposed a total of 418 units for a density of 8.22units/acre.*) One 3.4 acre commercial lot is also part of the plan (*two commercial lots in previous plan*).

The cluster home lots would range from 5,500 SF to 7,875 SF, which exceeds the 5,000 SF minimum lot area requirement. All lots would meet the 40' minimum lot width requirement.

The plan would be instrumental in providing much desired roadway connectivity in this area. The main roadway within the development would be the northerly extension of Tabs Drive to an outlet to E. Turkeyfoot Lake Road via the existing Molly Drive. Also included would be the extension of Forest Lake Drive, which serves the adjacent Corporate Park, to an intersection at the Tabs Drive extension. (*Note: this roadway has been shifted slightly to the north.*) Land would also be reserved along the south property line of the development for a roadway connection that could provide access to Fortuna Drive and S. Arlington Road to the west. (*Temporary turnaround shown would require an easement from the City.*) All roadways would be 60' rights-of-way. A traffic study has been submitted for the project and subsequently revised based upon comments from the City's Review Engineer. Upon review of the revised study, the Review Engineer had additional comments relative to items that need to be accounted for in the study. Generally speaking, the

study concluded that off-site improvements were required in order to accommodate various development scenarios. Drives/roadways through each of the residential communities would be private.

The plans indicate a four (4) phase development of the land. Phase I would include the senior independent living building and the ranch apartments while Phase II would consist of the cluster homes. Phase III would be the stacked flats and Phase IV would be the commercial site. Roadways will likely be developed under a TIF agreement that would construct all internal roadways, off-site roadway connections, and other improvements as part of Phase I.

The plan indicates 20.20 acres of open space or approximately 40% of the site, which exceeds the 15% -18% minimum areas required for the proposed uses. Open space would be distributed throughout and around the perimeter of the site. This includes the areas around preserved wetlands/streams at the northern end, a 2 acre centralized community open space area (with picnic shelter and parking lot), and around stormwater retention ponds (which can be included in open space if developed as site amenities). It also features active recreation in the form of an extensive walking trail system throughout (approximately 1.5 miles long). Fountains and deck overlooks would be featured at each of the stormwater retention basins. Open space that is part of private property will need to be placed within an open space easement and a conservation easement will need to be established for preservation of wetlands/natural features, per code. A wetland delineation study has been conducted and a complete copy is on file (see attached delineation map). The applicant is currently seeking a JD from the Army Corps of Engineers. The appropriate approvals/permits will be needed for wetland disturbance that would be needed for the project. The wetland consultant has calculated the ORAM scores for the four wetland areas and has determined that three are a Category 1 and the fourth is a Category 2. There are no Riparian Setbacks associated with the two intermittent streams, per City mapping.

Conceptual building renderings have been provided for the various residential components within the district. Multi-family uses will need to meet the following building material requirements: 1) Single-story buildings must average a minimum of 60% primary materials on all principal facades and a minimum of 50% primary materials on all non-principal facades and; 2) Multiple-story buildings must average a minimum of 65% primary materials on all principal facades and a minimum of 50% on non-principal sides. Percentages for each facade are exclusive of glass, windows, and doors. Primary materials include brick, stone, and other decorative masonry products (i.e. no standard concrete block). Principal facades are those that face a public or private street, park, or plaza. This will be reviewed as part of the final site plan review process.

All residential uses that have frontage along an arterial street must have a minimum 30' front setback. All setbacks shown would meet or exceed this standard (although the roadways that will serve the development would likely be classified as "collector" roads). All other building setbacks are to be established as part of the planned development review process.

Parking would be provided for each of the residential communities within the plan. The senior apartment building would require 254 spaces for the 127 proposed units (two spaces per unit minimum). A total of 169 surface and garage spaces are shown along with 85 landbanked spaces. It is understood that actual parking utilization will be less than two spaces per unit due to the nature of the residents of the facility and landbanked parking could be constructed in the future if the need warrants. Parking in the front yard of this facility would feature one double bay of parking stalls, which complies. Parking for the one-story ranch apartments would accommodate two spaces per unit with the use of attached garages and driveways. Thirty (30) additional overflow parking spaces would be provided for visitors, etc. The stacked flats community would provide 94 spaces within five garages and 235 surface spaces for a total of 329 spaces (312 spaces minimum). The cluster homes would have attached garages and parking available in driveways. An additional 30 overflow parking spaces would be provided within the community.

The location of mail kiosks and trash compactors is shown within each of the residential communities except the senior apartments.

Access to the senior apartments would be via two-way driveways off the Tabs Drive and Forest Lake Drive extensions. The one-story ranches would have two-way drives off Tabs Drive extension (that aligns with the senior apartment drive) and from the new roadway along the southern edge of the site. Access to the stacked flats would be a pair of two-way drives onto Tabs Drive. Drive aisles within this community would connect with the ranch community directly south. The cluster homes would be served by two private roadways off of Tabs Drive. A sight-distance study will be required for each of the drive intersections and auto-turn will need to be run to assure access by emergency response vehicles through each community.

The applicant has provided a typical set of Homeowners Association documents that would be used within the cluster community to assure that private roadways are adequately maintained/improved (specific sections are attached). It is understood that a reserve fund will be established that will set aside money for various improvements.

The engineering consultant for the project has provided a preliminary utility research and stormwater review for the site (see attached). The findings in the report indicate that connection to the sanitary sewer on Forest Lake Drive appears to be the most feasible option. A pump station would likely be needed to serve portions of the development that are not able to be served by gravity sewer. Extension of water services would likely occur along Forest Lake Drive, with a possible loop into Tabs Drive. Water services are also available on E. Turkeyfoot Lake Road, which would require a 1,000' waterline installed within Molly Drive to the site. Drainage areas have been examined and the preliminary locations of stormwater facilities are noted. Use of wetland areas for retention will require the appropriate permits. The report also documents the location of three pipelines that bisect the property (Spelman and two Sunoco lines), which are shown on the map. All building footprints are outside the easements associated with each pipeline. Pipeline companies will need to be notified and receipt of approvals is required.

A detailed landscape plan will be provided in conjunction with final site plan review of each component of the plan. Landscape buffers are shown along the east side frontages of Tabs Drive, along the boundary between the commercial lots and the cluster homes, and within the one-story ranch community.

The PZC is being asked to review the conceptual site plan and make a recommendation to City Council. If the plan (and rezoning to PD) is ultimately approved by City Council, the applicant will need to return for final site plan review of each component by the DRB/PZC and review of roadway dedication/platting by the PZC/Council.

### **DESIGN REVIEW BOARD**

Made the following recommendations to the Planning & Zoning Commission:

1. *Assure that the City receives a copy of the Reserve Study, once completed, for the cluster homes and that adequate funding is provided for future improvements, especially maintenance of private roadways. Applicant has agreed to this.*
2. *Address any outstanding staff comments. Applicant has been responsive to address these comments.*

### **ENGINEERING**

General comments on the plan have been returned to applicant for use in development of final site plans. Traffic study comments have been returned to the Engineering consultant.

### **FIRE**

Requested standpipes in the four-story senior apartments and hydrants within the entire development.

### **ZONING**

No comments received.

### **STAFF RECOMMENDATION**

*Staff is supportive of the rezoning of the property to Planned Development given the benefits provided by the long-term development control on this large tract of land. The uses have been arranged within the District in a manner that is compatible with adjacent land uses, is sensitive to site topography, and would provide much needed roadway connectivity. The plan also provides the benefits of wetland preservation and open space areas. Via review of the conceptual building renderings, a high-quality design element is also anticipated.*

*As a point of note, the following items are recommended relative to the final site plan review process:*

1. *Meet the building material standards applicable for each of the developments that comprise the*

*District.*

- 2. Provide sight distance studies for all drive/roadway intersections along each of the public roadways within the District. Provide auto-turn analysis within each of the communities to assure adequate access/maneuverability for emergency response and other large vehicles.*
- 3. Address Fire Department comments.*

*Regarding the connection to Molly Drive, Planning Staff and Engineering interns visited the site and measured pavement width of the existing roadway, which ranged from 18'-3" to 21'. The cul-de-sac has a diameter of approximately 60'. The connection point with the proposed Planned Development is 1) a legal point of access and 2) would provide a relief point for both the proposed development and the Molly Drive residents.*

*As requested by the residents of Molly Drive, a connectivity plan is being developed. This development is part of that connectivity plan. As previously referenced and shown to the PZC (map enclosed), the desire to extend an east-west roadway between the extension of Tabs Drive and ultimately connecting to Fortuna Drive is our preference. However, this will require some time to develop, just like the proposed development is likely a 5-8 year build-out. Eliminating this connection would make Molly Drive residents happy, however, the E. Turkeyfoot Lake Road properties that abut these properties (and include some of them) will be in a state of transition over the next 20 years.*

*The inclusion of Molly Drive in the overall plan would bring improvements/upgrades within the existing right-of-way. This could include pavement widening and addition of storm sewer and sidewalks (at least on one side of the road). Sidewalk would connect with the required sidewalks with the development. Improvements at the Molly Drive/E. Turkeyfoot Lake Road intersection could include a signal/roundabout and a westbound left-turn lane within E. Turkeyfoot Lake Road.*

*Staff, therefore, recommends a favorable recommendation by the Planning & Zoning Commission to City Council for acceptance of the conceptual site plan and rezoning from R-1 to PD.*

*The developer will be responsible to meet all local, state, and federal requirements associated with this project.*

*If this Planned Development District is approved, all final site plans and platting of roadways would be reviewed by the DRB (site plans) and the PZC. City Council would also have to approve all public roadways.*