

CITY OF GREEN
Planning Department Review
PLANNING & ZONING COMMISSION
May 15, 2019

Item 19-21 Forest Lakes Subdivision Planned Development
(C. Brown, K. Hovnanian Homes)
Location: Between I-77 & Tabs Drive
Conceptual Site Plan Amendment -50.9 Acres
Zoning: PD

PLANNING DEPARTMENT

This item was originally scheduled for review at the April 17, 2019 meeting, at which time it was tabled per the applicant's request. In the interim, no changes were made to the plans and the proposal is described as follows:

Applicant is presenting an amendment to the conceptual site plan for the proposed Forest Lakes Subdivision Planned Development, which was previously known as the Bayside Investments Planned Development.

The Bayside Investments concept plan was originally reviewed and favorably recommended by the Planning & Zoning Commission on June 21, 2017 and subsequently approved by City Council on Aug. 22, 2017. This plan sought to develop 50.9 acres of land that lies between Tabs Drive and I-77 (former Miller Farm) and included a mixed-use development consisting of a senior independent living apartment building, stacked flats, one-story ranch apartments, and single-family cluster homes. A total of 387 units were planned, with access provided via the extension of Tabs and Forest Lake Drives.

The site, which consists of two separate parcels of land, is currently owned by Bayside Investment Group Ltd. (the original applicant for this project). 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). The lots would be consolidated in conjunction with the project. 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, Green Community Improvement Corporation (CIC) 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 current plan represents a decrease in the types of residential offerings and the total number of units. These offerings now include 77 cluster home lots (vs. 61 lots in previous plan) and 147 townhome units for a total of 224 units (a reduction of 163 units overall). The overall density of the development would also decrease from 7.61 units per acre to 4.40 (224/50.9 acres - per code, the maximum density is calculated by dividing the total number of units by the gross acreage of the entire development). Proposed density would comply per code (8 units/acre maximum for fee-simple lots). The plan indicates Phase I along the eastern half of the site. Per applicant, the balance of the project would continue as Phase II and possibly a Phase III, which would be determined by the market.

The two-story townhomes, which were not part of the previous plan, would each be situated on individual fee-simple lots in attached groupings of two, three, and four units. Individual lots would measure 90' x 28' (2,520 SF) each. Per code, attached dwellings with *four or fewer units* require a minimum lot size of 7,500 SF and a minimum lot width of 40'. This proposal would therefore require a variance from the Board of Zoning Appeals (lot area and width). Code does provide a minimum lot size of 2,500 SF for attached dwellings with *more than four units*. Per applicant, this arrangement is being sought because it falls within their current product catalogue. The use of smaller groupings could be considered a benefit, however, as it provides more breaks between buildings and less massing. Cluster home lots would range from 5,191 SF to 13,208 SF, which exceeds the 5,000 SF minimum lot area requirement. All lots would meet the 40' minimum width requirement.

The plan indicates a total of 23.24 acres of open space or approximately 46% of the site, which exceeds the 15% minimum. Areas of the site not included in the open space are the fee-simple lot areas, drives and roadways, and parking lots, per code. Proposed stormwater management facilities would be developed as retention ponds/site amenities and are included in the open space calculation, per code. The largest concentrations of open space areas would be in the northern portion of the site, to include preserved wetlands/streams/wooded areas, and a large centralized recreational area to include a shelter, play area, and stormwater pond. A looped walking trail around the cluster community would provide additional active recreational area and meets code (minimum 25% of required open space area required as active area). A Conservation Easement will be required for preservation of the wetlands/natural features, per code. A wetland delineation has been conducted and a complete copy is on file (see attached delineation map). The appropriate approvals/permits will be required for wetland disturbance that would be needed for the project. There are no Riparian Setbacks associated with the two intermittent streams, per City mapping.

The configuration of the roadway system serving the development would be similar to the original plan. This includes the northerly extension of Tabs Drive and extension of Forest Lake Drive to the north and west to form an intersection near the center of the site, most of which would be constructed within Phase I. A northerly extension of Tabs Drive would be constructed within subsequent phases. This road is being shown as a cul-de-sac without connection to Molly Drive at this time. A green space area would be reserved so an extension/connection could be made in the future. A roadway along the south property line of the development (and involving the CIC property) would be constructed to a temporary cul-de-sac at the west end. This roadway would facilitate a future connection to Fortuna Drive (near the Village of St. Edward) and S. Arlington Road. All roadways would be 60' wide rights-of-way. A traffic study was previously conducted in conjunction with the original design (which accounted for a greater number of dwelling units as well as access through to Molly Drive) to assess the impacts to adjacent roadways and need for improvements. A revised study has been requested that will account for the current roadway configuration and total unit count. Receipt/review of this report will be required to assure that any required improvements are included in the platting/final site plan for this project.

The drives directly serving the residential communities would be private (designed to City standards). A sight-distance study will be required for each of the drive intersections with Tabs/Forest Lake Drives. An Auto-turn analysis will be required to assure that private roads can accommodate the turning radii of emergency response vehicles.

Conceptual building elevations for the cluster homes and townhomes are provided for review. Townhomes will need to be reviewed by the Design Review Board/Planning & Zoning Commission during the final site plan review process (single-family cluster homes do not require formal review). As two-story multi-family dwellings, they must average a minimum of 65% primary materials on all principal facades and a minimum average of 50% primary materials on all non-principal facades. Percentages 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.

In the PD District, all dwelling units 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 public roadways serving this development would likely be classified as "collector" roads). All other building setbacks are to be established as part of the planned development review process, per code.

Parking would be provided for all units within attached garages and individual driveways. A small parking lot is also provided within the central open space area and additional off-street parking spaces are distributed throughout the development for overflow parking, as needed. The location of mail kiosks (and associated parking) is also shown.

No trash dumpsters/compactors are shown. It is anticipated that a typical residential style trash pick-up system will be used.

The site would be served by central sanitary sewer and water facilities. The provision of sewer will involve connection to the existing system within the Corporate Park (for generally the southern portion of the site) and connection to existing sewer along E. Turkeyfoot Lake Road (for the balance of the site). The routing of these services is still under evaluation and will be reviewed along with site improvement plans, which are being modified from the original project.

Drainage areas have been examined and the preliminary locations of retention ponds (water features) are noted. The use of wetland areas for stormwater management will require the appropriate permits. Detailed design/calculations are part of the improvement plan review.

The site is also bisected by three gas pipelines (Spelman and two Sunoco lines), which are shown on the plans. Some minor re-routing of the lines would be required and adequate cover over pipes will need to be assured. All building footprints would lie outside the easement associated with each pipeline. Applicant is currently working with pipeline companies for proper review/approvals.

A detailed landscape plan will be provided in conjunction with the final site plan review process. Landscape buffers are shown on the current plan in the area of the central open space area and within the townhome development.

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

DESIGN REVIEW BOARD

No review required at this time.

ENGINEERING

Revised Traffic Impact Study will be reviewed upon submission. Improvement plan review is in process.

FIRE

Reviewed with no comments.

ZONING

No comments.

STAFF RECOMMENDATION

Staff is supportive of the conceptual plan amendment for its reduction in the total number of units/overall density, sensitivity to natural areas, and opportunities for future roadway connections. Upon review of the conceptual building elevations, a high-quality design element is also anticipated.

Staff, therefore, recommends a favorable recommendation by the Planning & Zoning Commission to City Council for acceptance of the amended conceptual site plan contingent upon the applicant's receipt of a variance for the area/width of the proposed townhome lots. (Note: the current arrangement could be beneficial by minimizing building massing.)

The plan will serve as the basis for build-out of the new community and the following items will be required as the project proceeds to the final site plan review process:

- 1. Completion of a revised Traffic Impact Study to assess the impacts of the amended plan upon existing adjacent roadways and identification of improvements/upgrades needed to effectively manage the increase in traffic in this area.*
- 2. Provision of sight-distance studies for all private drive/public roadway intersections within the development.*
- 3. Provision of an Auto-turn analysis to assure that private roads can accommodate emergency response vehicles.*
- 4. Meeting the building material standards applicable for the townhome portion of the development.*
- 5. Provision of HOA documents to assure that private roadway maintenance/improvement is adequately funded by community.*

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

If the amended plan is approved, all final site plans and platting of roadways would be reviewed by the DRB (site plans only) and the PZC. City Council would also have to approve all platting.