

**CITY OF GREEN**  
**Planning Department Review**  
**PLANNING & ZONING COMMISSION**

---

*March 16, 2022*

**Item 22-14**

**Greensburg Meadow Planned Development**

(G. Sommers, Sommers Development Group)

Location: Winning Way, North Side of Greensburg Road

Conceptual Site Plan Review and

Rezoning Request: 30.5 Acres R-1 to PD

**PLANNING DEPARTMENT**

Applicant is presenting a concept plan and rezoning request for the creation of a residential community along Greensburg Road and Winning Way. The rezoning request associated with this plan is for approximately 30.5 acres of land from R-1 (Single-Family Residential) to PD (Planned Development). This site was originally presented as a discussion item for the PZC during the regular October meeting and the applicant has made significant modifications based on the feedback received.

The site is located on Greensburg Road and along the northern section of Winning Way, which is directly east of I-77. It consists of a total of six (6) existing parcels of land that contain single-family dwellings and the former “horse farm” complex that is still visible along I-77 (see attached aerial). The proposal assumes the City would vacate 1.0 acres of Winning Way public right-of-way that would then be incorporated into the site. The site lies slightly north/west of the approach to Runway 5 of the Akron Canton Airport. The current zoning is R-1 (Single-Family Residential) and the land would need to be rezoned to PD (Planned Development) in order for further development of the project to proceed. The site would exceed the five (5) acre minimum to create the residential PD.

The concept plan provided shows the roadway system, walking trail, individual fee-simple lots, and open space areas. Street A replaces Winning Way and provides access to the subdivision forming a small loop. Branching off Street A’s loop at the Northeast corner of the site the applicant is proposing Street B a stub road. The stub road would allow future extension of the roadway and possible connection to Mayfair Road, which would require the acquisition of four or five existing parcels of land. Plans should indicate a temporary turnaround at the end of the stub road. The meandering street pattern has been designed for traffic calming purposes. However, it should be noted that several of the curves are tighter than the minimum 300’ radius, per code, but they could be found to be acceptable by the PZC given the low-speed roadways. It is also understood that the applicant will conduct an Autoturn analysis to check the paths of larger vehicles through the allotment. The Green Fire Department reviewed the plans and has no concerns provided that the autoturn analysis identifies no access issues for the department. Street names will need to be provided for review/approval. Roadways are shown as 60’ wide public rights-of-way. A standard 12’ wide utility easement adjacent to the right-of-way will need to be provided at the time of platting.

The proposed subdivision uses a technique known as coving, in which all the proposed streets are curved creating nonuniform lot sizes, shapes, setbacks, and the position of housing on lots. Lot size varies with the smallest lot, lot 37, shown as 5,123 SF, with most lots ranging from 6,000 SF to 8,000 SF. As such, lots would meet the 5,000 SF minimum in the PD District. The proposal shows a minimum lot width at the road right-of-way as 34’, but at the building line the minimum lot width shown is 50’ which exceeds the minimum 40’ standard for PD. The proposal shows a minimum front setback of 20’ however many lots exceed this minimum with the applicant intentionally showing staggering setbacks. The proposal shows a minimum side-yard setback of 5’, but this varies due to the curved streets. Setbacks are flexible in the PD District and can be approved as part of this review process, however, the applicant should confirm the rear setback minimums. The density of the development would be 3.4 units per acre as presented, which complies (8 units/acre maximum).

The proposal shows three primary areas of open space, Open Space ‘A’ along the eastern edge of the site (2.0 ac), Open Space ‘B’ along the northern and western edges of the site (5.5 ac), and Open Space ‘C’ located in the center of the site (2.3 ac). The total amount of site open space is approximately 9.8 acres or 32% of the gross acreage of the site, which would comply (15% or 4.6 acres minimum). Four potential stormwater management basins are shown within these

areas. All of Open Space 'C' and the northwest corner of Open Space 'B' around the stormwater management basin is shown as active recreation areas utilizing the 6' walking trail. Per code, a minimum of 25% of the required open space (1.15 acres) must be developed for recreational uses, which this application exceeds. Note that stormwater management ponds can be included in open space if developed as a site amenity. The Planning Department would recommend that the applicant consider another active facility such as a picnic pavilion or playground to better activate the space.

The applicant has submitted architectural drawing samples from KHovanian Homes (see attached). Applicant should provide details on the proposed single-family units. Applicant should also clarify the build-out process including the timeline and any phasing of the project.

The development would be served by central sewer and water facilities, which are available along Greensburg Road. The sewer flows to the east, and this will require acceptance of the flow by Stark County.

A trail connection between the development and the City's Ariss Park to the north is a future possibility. This would require permission from the Airport to pass through one of its properties in between.

The applicant includes a trip generation study for the proposed development (See attached). For the 104-units, the peak AM traffic is estimated at 85 total trip ends, while PM peak is estimated at 111 total trip ends.

The Planning & Zoning Commission is being asked to review the Conceptual Site Plan and make a recommendation to City Council. If approved, the applicant will need to return to the PZC and Council for final plat review of each phase.

### **DESIGN REVIEW BOARD**

No review required.

### **ENGINEERING**

Currently reviewing plans.

### **FIRE**

Reviewed with no comments or concerns provided that the autoturn analysis identifies no access issues for the department.

### **ZONING**

No comments requested.

### **STAFF RECOMMENDATION**

*Staff is supportive of the rezoning of the property and the Conceptual Site Plan for the proposed Planned Development District. The applicant's proposal greatly exceeds code minimums, and the design elements break up monotony while providing local recreational amenities. Additionally, the proposal develops uniquely situated and challenging land to provide additional housing options for the City of Green.*

*As such, Staff recommends a favorable recommendation by the Planning & Zoning Commission to City Council for acceptance of the Conceptual Site Plan and rezoning of approximately 30.5 acres of land from R-1 (Single-Family Residential) to PD (Planned Development). This recommendation is made with the following conditions/caveats:*

- 1. Provide any proposed phasing of the project.*
- 2. Confirm if roads will be private or public roads.*
- 3. Street names must be provided for review/approval.*
- 4. The stub road would need a temporary turnaround, as presented.*
- 5. The individual parcels of land would need to be consolidated into a single tract once common ownership is achieved and prior to final approval.*
- 6. The sanitary sewer flows would need to be accepted by Summit County for flow into Stark County.*
- 7. The PZC should recognize that some of the street curves radii fall below standard (Code minimum is 300'). Although adjustments may be needed upon review of the Autoturn analysis, approval of the concept plan*

*radii should be considered in the final plan approval by the Commission.*

*8. All utilities must be installed underground.*

*9. The easement and HOA documents must be submitted for review at the time of platting.*

*10. Stormwater management must be developed as retention ponds that serve as site amenities within the open space area.*

*11. Consider adding a facility such as a playground or a picnic pavilion to better activate the open space.*

*The lot consolidation documents must be submitted to the Planning Department for review.*

*Any comments/concerns of adjacent property owners or others should also be considered.*

*If approved, the project will need to return to the PZC and City Council for final plat review of each phase.*