

2004 |

LONG RANGE LAND USE PLAN



City of Green, Ohio

Update Prepared by



City of Green, Ohio

Long Range Land Use Plan

City Council Draft

September 2004

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Introduction

The City of Green Long Range Land Use Plan is a document that identifies the recommended development policies for Green. The Long Range Plan is intended to be a tool used by the City's leaders, by the administration and staff, by property owners, and by developers to direct sustained economic and community growth within the City.

This Plan is an update to the Long Range Plan prepared by the City in 1996 and adopted in 1997. The update of the Long Range Plan was directed by the City of Green Long Range Land Use Plan Update Committee, a group comprised of administrative staff, political leaders, appointed board and commission members, property owners, and business owners appointed by the City. The Committee worked on the Plan for more than five months, beginning in the winter of 2004. The group-evaluated data related to existing conditions and future trends. The group also thoroughly reviewed the policies and recommendations of the existing Plan.

The end result of the Committee's work, analysis, discussion, and debate is a plan that defines the key issues that need to be the focus of Green's development policy in the future. The end result is a plan that identifies land use recommendations for the City that can be used to guide changes as needed, to evaluate redevelopment proposals, and to protect important community assets. The end product identifies strategies and recommendations for each of Green's seven distinct land use districts, known as Planning Areas, providing a combination of general policies for development within each Planning Area and specific recommendations to address current and future land use patterns. This Long Range Land Use Plan establishes a vision for the future of Green. Guidelines contained in this document are intended to aid the City in making decisions regarding land use development, street extensions, and park and open space concepts. While the Long Range Plan does not change any or ordinances of the City, it does outline policies against which future zoning map and text changes will be evaluated.

The Long Range Plan is intended to be a tool. A tool is only effective if used for its designed purpose. The Plan's designed purpose is to serve as a guide for current and future development policy within Green. In order to be effective, it needs to be used by Green's leadership and citizens as a source of information when important land use and development policies are being considered. The Plan must be periodically evaluated and updated as conditions and attitudes change. The Plan must be supplemented with other support tools, such as transportation plans, recreations plans, zoning regulations, building enforcement programs, and other official mechanisms that will be needed to implement the development policies identified on the following pages.

Planning represents forethought and anticipation. It represents preparedness and understanding. The effort of planning is in itself an important step forward and is an exercise that does not have a defined end. Green has demonstrated a commitment to plan for the future and is committing the resources and person power necessary to meet such planning needs. This effort should result in a first-class community to be enjoyed by Green residents, business owners, and visitors.

The following statements are from the City of Green Priority Issues Strategic Plan (2002). These statements define the principles upon which Green strives to operate and provide services. These statements are included in the Long Range Plan because they present the City's ideals for the future of Green, which is what planning is all about.

CITY MISSION STATEMENT

The City of Green exists to provide, facilitate, and optimize the best services available to enhance the quality of life for its citizens and the community.

CITY VALUES STATEMENT

The City of Green values the rights of others and responsibilities to others. We work with ethical behavior and through the spirit of cooperation. We emphasize planning, cost effectiveness, and task oriented work. We conduct our tasks with the belief that our residents entrust us to act professionally in the public interest.

CITY VISION STATEMENT

The City of Green strives to strike a balance between the past, the present, and the future in the relationships between its citizens; emphasizes managed growth while respecting its heritage; and encourages balanced growth of business, industrial and residential land use, while maximizing its attractive location and regional amenities.

I. Existing Conditions

In 1809, Green was organized as a Township with an area of just under 33.5 square miles. The primary industry of the community for many years was farming and coal mining. Access to the region from Green was by way of the Salem to Clinton and Massillon to Middleburg Stagecoach Routes.

Today, almost two hundred years later, the City of Green is an incorporated City (as of April 5, 1992), with an estimated population of 23,378 residents (according to US Census estimates for 2003). The City has grown into a community that has a balance of residential and non-residential uses, a transportation network that provides good inter-regional access, and a diversity of people, neighborhoods, and jobs. This section presents a brief examination of existing conditions and trends, and points out important factors that were evaluated and subsequently influenced the development of the Long Range Land Use Plan.

REGIONAL CONTEXT

Green is located at the southern border of Summit County adjacent to Stark County, (see Map 1). The City is approximately half way between Akron and Canton and is home to the Akron/Canton Regional Airport. It is traversed from north to south by Interstate 77 (I-77), which provides easy access north to Akron and Cleveland, south to Canton, and to the Ohio Turnpike (I-80) network, that provides east-west connections.

Within the City limits there are three I-77 interchanges: Arlington Road, Massillon Road (State Route 241) and Lauby Road. Arlington Road and Massillon Road, along with East Turkeyfoot Lake Road (State Route 619), provide regional access to I-77 for the neighboring communities of Jackson Township to the south, and Lake Township and Hartville to the east. The Lauby Road interchange provides access to the airport, the southeastern section of Green and northern Stark County. The City's regional access results in traffic coming through the City to get to other destinations, but also provides the potential for economic development at each of the City's interchanges.

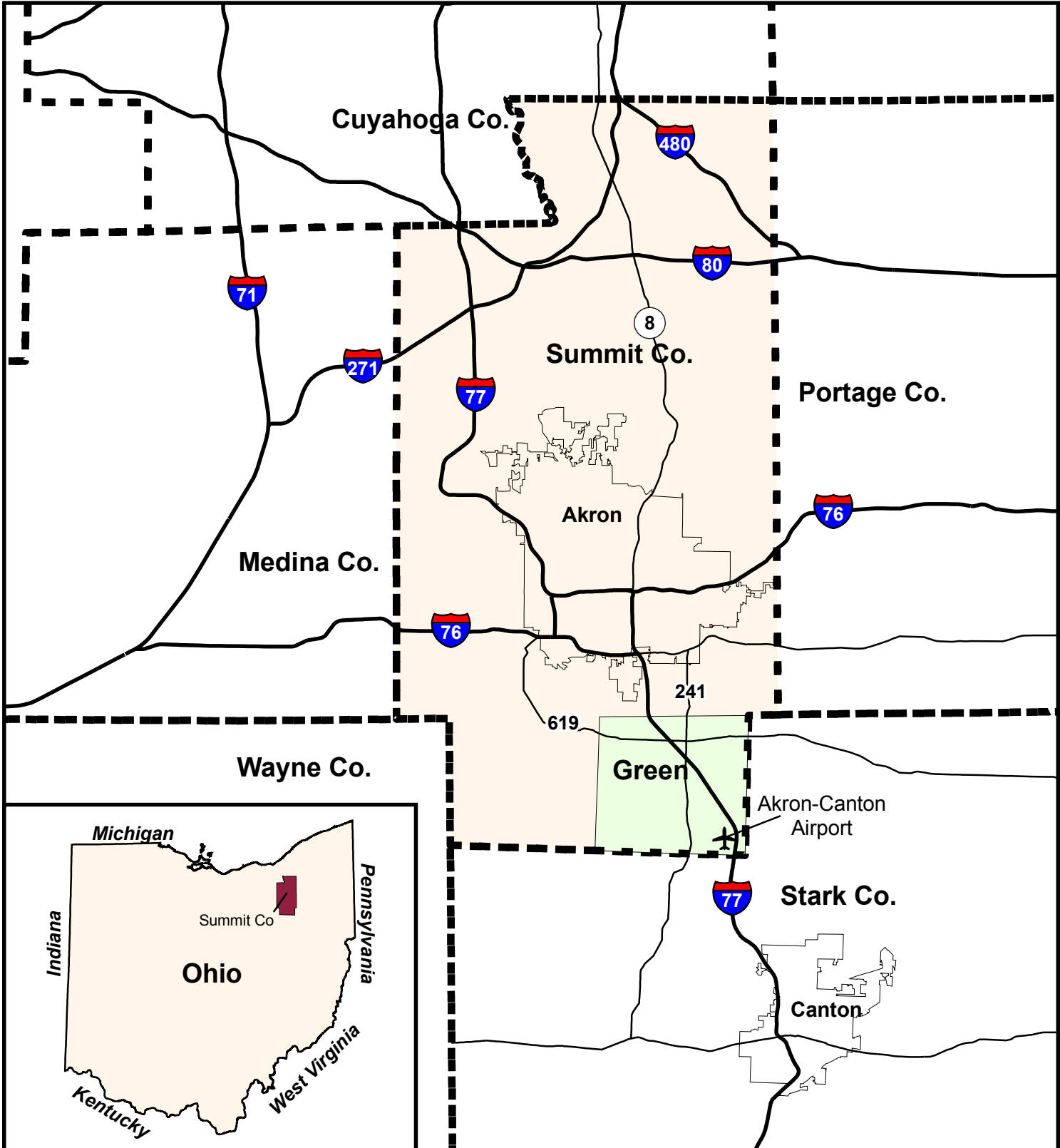
POPULATION AND HOUSING CHARACTERISTICS

For most of its existence, Green has been a rural community characterized by bucolic landscapes, with cultivated fields and well-maintained orchards. Over the past two decades, the City has experienced a consistent residential growth. From 1990 to 2000 the City has experienced an annual growth rate of approximately 2.9%, and has not experienced the high rates of building activity that some jurisdictions in the area have. Table 1 illustrates residential growth from 1980 to 2000, when the City's reached 22,817.

Year	Dwelling Units		Population	
	Number	Increase	Number	Increase
1980	6,500		17,625	
1990	7,536	15.9 %	19,254	9.2 %
2000	9,180	21.8 %	22,817	18.5%

Source: U.S. Census of Housing and Population.

MAP 1: REGIONAL MAP

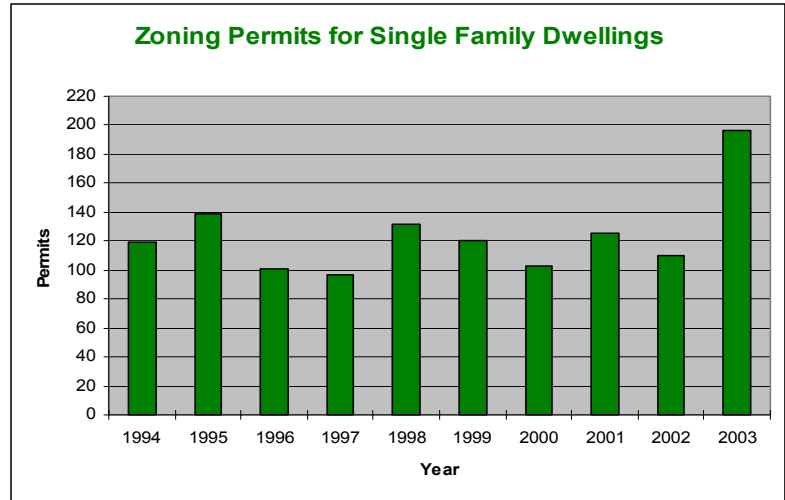


Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Base data provided by ODOT GIS/Mapping Section.

The following summarize recent trends in residential building activity and housing trends in Green:

- The average number of residential permits issued annually between 1990 and 1994 was 183 permits per year. From 1994 to 2003, the average rose to 191 permits per year.
- Multi-family permits have been issued in higher numbers since 1994. The average number of multi-family permits issued increased from 30 permits per year from 1990 to 1994, to 67 permits per year from 1994 to 2003.

Chart 1



- Issuance of single-family permits were at slightly lower annual averages from 1994 to 2003 – 124 per year - when compared to the period from 1990 to 1994 – 153 per year. Chart 1 illustrates the number of single family zoning permits issued since 1994.

- Changes have also occurred in the way that people live. Current trends indicate that the density (persons per household or dwelling unit) is decreasing. In 1980, the average was 2.88 persons per household; by 2000, the household size was between 2.5 and 2.6 persons per household. This is a national trend, and is not peculiar to Green. The diminishing household size effects projections of future population, as well as the demand for a variety of housing types.

This is a national trend, and is not peculiar to Green. The diminishing household size effects projections of future population, as well as the demand for a variety of housing types.

- In 1990, the housing stock in Green consisted mainly of owner-occupied single-family homes on individual lots (76 percent). The percentage of owner occupied housing has increased slightly to 80% in 2000.

UNITS IN STRUCTURE	Number	Percentage of Total
1, detached	6,597	71.9
1, attached	620	6.8
2	390	4.2
3 or 4	467	5.1
5 to 9	232	2.5
10 to 19	287	3.1
20 to 49	173	1.9
50 or more	121	1.3
Mobile home	293	3.2

Source: U.S. Census of Population and Housing.

- Single family detached dwellings represent the predominant housing type, accounting for 71.9 percent of the housing in Green. (See Table 2 Housing Composition 2000.)

- Multi-family housing accounts for 24.9 percent of the housing units in the City, and mobile homes contribute 3.2 percent of the housing.

PROJECTED FUTURE POPULATION

Based on recent growth rates and building activity, it is projected that residential demand will remain steady at approximately 190 dwellings (single family and multi-family) per year. It is likely that the housing will be provided in a mix of housing types with an increase in demand for attached units. Because household sizes are anticipated to decrease in the future, it is likely that the population growth will not be as rapid as housing unit growth. It is projected that the population of the City of Green will be approximately 28,000 residents by 2010 and 31,000 residents by 2020. Obviously, several factors influence population growth, including overall economic activity, interest rates and building trends, factors which can not be predicted with high levels of certainty.

PATTERN OF EXISTING DEVELOPMENT

The City encompasses approximately 33.5 square miles. Because of the large area of the City, and given the community's past development pattern as a township with multiple unincorporated villages, development has not been concentrated in one central area, but rather there exist pockets of development. Map 2 illustrates the existing land use pattern, or pattern of development.

LAND USE CHARACTERISTICS

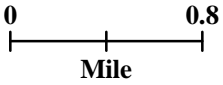
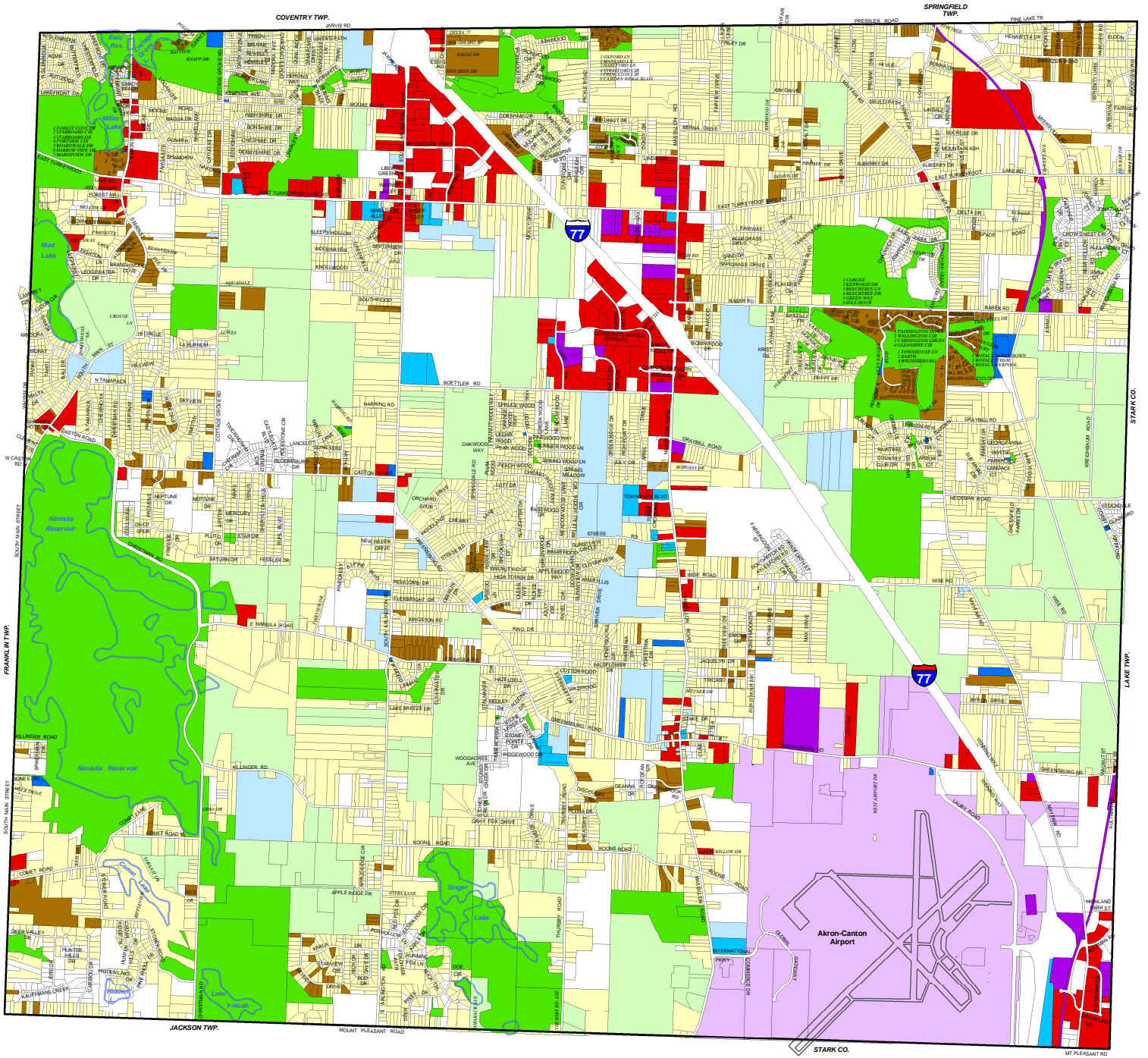
Currently approximately 72 percent of the land in the City is developed. Developed land is determined by subtracting the amount of vacant and agricultural land from the total land area of the City. Table 3 illustrates the acreage allocated to each land use, and the percentage each land use contributes to the total area of the City. As is common in many communities, most of the land in the City is dedicated to residential uses. Residential uses represent 40 percent of the total land area of the City, and 56 percent of the developed land. For comparison, in 1996 when the original Plan was prepared, 65% of the developed land was residential.

The following summarize findings resulting from a review of the land use data:

- Single-family homes/land use account for nearly eight times as many acres as multi-family uses.
- The amount of land used for commercial increased substantially from 276 acres reported in 1996 to 973 acres in 2003.
- More than 6,000 acres, or 28 percent, of the City are currently agricultural or vacant.
- More than 3,100 acres (14.5 percent) of the City are currently used for a combination of public and private parks, recreation, and open space areas.

TABLE 3: EXISTING LAND USE SUMMARY			
Land Use Category	Acres	% of Developed Land	% of Total City
Single Family	7653	50	36
Multi-Family	963	6	4
Airport	1,692	11	8
Commercial	973	6	5
Industrial	188	1	1
Agriculture	3,148	20	15
Recreation	3,117	20	15
Institutional	660	4	3
Public	85	1	0.40
Utilities	56	0.36	0.26
Vacant	2,919	NA	14
Total Area of the City	21,454		
<i>Source: 2004 Land Use Assessment. City of Green, MDC.</i>			

MAP 2: EXISTING LAND USE PATTERN



Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Land use is as of February 2004. Base data provided by the Summit County GIS Department.

ZONING PATTERN

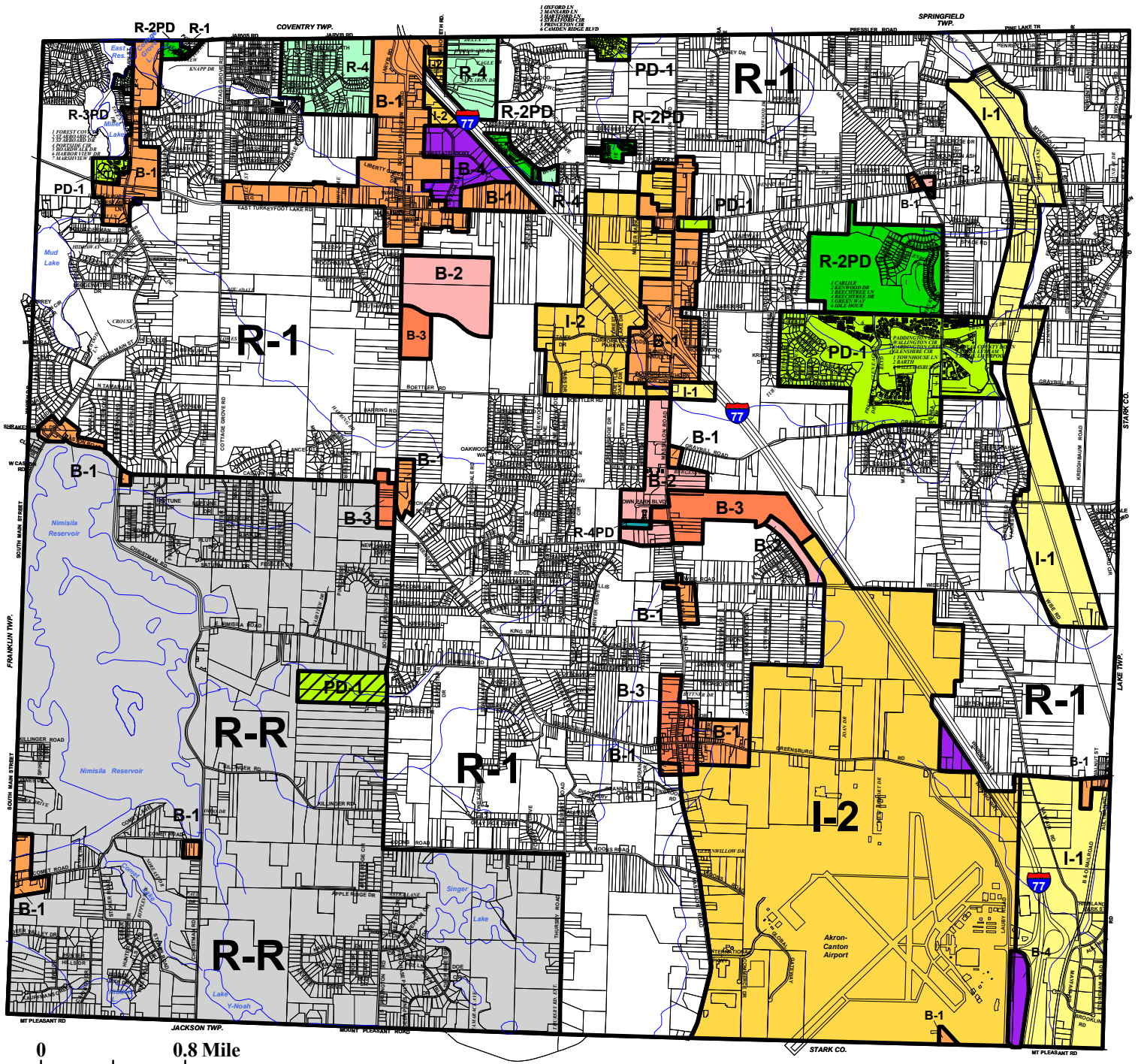
The overall zoning composition of the City has not changed substantially since 1996 when the original plan was prepared. The biggest change is the addition of the R-R Rural Residential District that was created as a result of the 1996 Plan, and now represents more than 4,544 acres of land. The current zoning pattern is illustrated on the Map 3 Existing Zoning Patterns.

Residential zoning, including R-R, R-1, R-2PD, R-3PD, R-4, R-4PD, and PD-1 districts, represent approximately seventy-seven percent of the total land area of the City. Commercial zoning (B-1, B-2, B-3, and B-4 districts) represent approximately six percent of the total land area, and industrial zoning (I-1 and I-2 districts) represents approximately seventeen percent of the total land area. Table 4 indicates the acreage within each zoning designation, and the percentage of the land in each that is vacant.

TABLE 4: LAND AREA BY ZONING DISTRICT

Zoning District	Acres in Zoning District	% of Total City Area	% of Land in District Still Vacant
B-1: General Business	822	3.83	15.69
B-2: Business Office	239	1.11	61.51
B-3: Retail Business	209	0.97	66.03
B-4: Highway Service	126	0.59	34.92
I-1: General Industrial	923	4.30	42.36
I-2: Limited Industrial	2,679	12.49	18.59
R-R: Rural Residential	4,544	21.18	24.98
PD-1: Planned Development	494	2.30	3.44
R-1: Single Family	10,928	50.94	32.04
R-2PD: Single Family Planned Development	267	1.24	20.22
R-3PD: Single Family Zero Lot Line/Cluster Planned Development	6	0.03	83.33
R-4: Multiple Family	213	.99	3.76
R4-PD: Senior Housing Planned Development	4	.02	0
Total Acres	21,454		

MAP 3: EXISTING ZONING PATTERN



B-1: General Business	I-2: Limited Industrial	R-3PD: SF Zero Lot Line/Cluster PD
B-2: Business Office	R-R: Rural Residential	R-4: Multiple Family
B-3: Retail Business	R-1: Single Family	R4-PD: Senior Housing PD
B-4: Highway Service	PD-1: Planned Development	General Concept Plan Only
I-1: General Industrial	R-2PD: Single Family PD	

Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Zoning is as of February 2004. Base data provided by the Summit County GIS Department.

DEVELOPMENT CAPACITY

The development potential of the City is influenced by the existing zoning designations, the development density allowed within each zoning district, the amount of developable or vacant land, and on the demand or rate of development (i.e. number of homes built per year). The original Long Range Plan included a projection of potential development in Green. The 1996 Plan projected a build out population – the maximum number of residents based on the zoning restrictions and developable land – to be 46,034, or an additional 18,037 dwellings.

Changes have been made to the zoning districts following the recommendations presented in the 1996 plan. These changes include the development of the R-R District, new land zoned for commercial uses, industrial areas along the railroad were rezoned, areas that the City has purchased for recreational uses. Since 1996, changes have also occurred to the R-1 District that include requirements for open space and changes to minimum lot sizes. These changes affect the potential build out of Green.

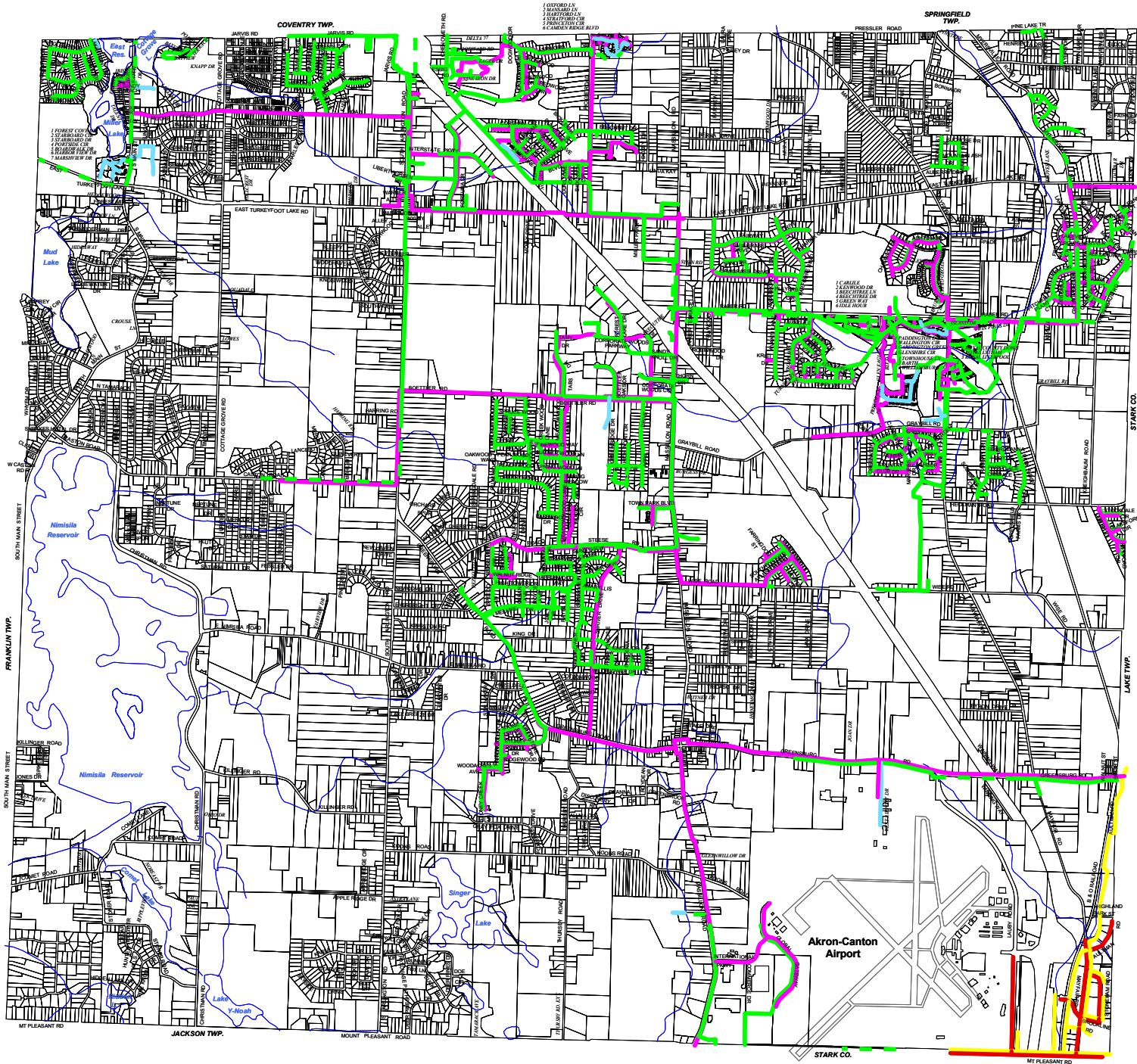
POTENTIAL RESIDENTIAL BUILDOUT








Based on the Existing Land Use Analysis, 4,720 acres of developable residential land was identified. The majority of this land is zoned R-R Rural Residential (3,501 acres) and R-1 Single Family Residential (1,135 acres). In 2002, 1,701 lots had been approved or were under construction at the time of this Plan update. Based upon these conditions, it is estimated that the City has a capacity for an additional 8,426 dwelling units. Assuming the future household size will average 2.55 persons per household, the estimated build out population for the City (under current zoning) would be 44,096 persons (21,486 new residents). If an average of 190 dwelling units are constructed every year (based on historic trends), this assessments yields a possible buildout within 44 years or by the year 2048.

WATER AND SANITARY SEWER SERVICE

Public water and sanitary sewer service is not available in all parts of the City of Green. The existing public water and sewer infrastructure system is illustrated on Map 4. Map 4 also illustrates currently proposed water service infrastructure. Within Green, water service is provided by both AquaOhio Water Company and the North Canton Water Service. Sanitary sewer service is provided by the Stark County Sanitary District and the Summit County Sewer District. May 4 illustrates the location of sanitary force mains, which normally do not allow connections to adjoining property. There are a few private sanitary sewer systems in Green and these are also shown on May 4.

MAP 4: SANITARY SEWER SERVICE AREA MAP



	Aqua Ohio Water Co		Summit Co Sanitary
	Aqua Ohio Water Co (Proposed)		Stark Co Sanitary
	North Canton Water Service		Private Sanitary
	Summit Co Sanitary Force Main		

Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Utility lines are as of July 2004. Base data provided by the Summit County GIS Department.

II. Goals And Vision Statement

In order to evaluate the options available to the City, it is first necessary to establish the basic direction desired for the City. From the evaluation of the existing conditions and issues, the following goals have been formulated by the Plan Update Committee to provide a general framework on which the planning objectives and development policies have been based. It is from these goals that the planning policies (Chapter III) and implementation strategies (Chapter IV) have been developed.

We envision a mix of industrial/commercial, residential, and agriculture uses with the various uses being located to:

- a. Take advantage of the City's regional location in the Akron-Canton Corridor and promote quality economic development within the City;
- b. Efficiently utilize existing and future infrastructure, such as roads and utilities;
- c. Retain the character of "traditional" Green by protecting selected natural areas and preserving historical features of the community;
- d. Recognize that land is a valuable resource to be used wisely and efficiently for the benefit of both private property owners and the Green community at large; and
- e. Encourage the utilization of mass transit between Green and the surrounding region.

We envision a desired mix of development occurring in an orderly manner which:

- a. Assures high quality development and enhances the physical appearance of Green;
- b. Promotes future economic development which has high quality landscaping, buildings, access, and site design, both within the project and around its periphery;
- c. Promotes growth that protects and encourages conservation of natural resources and open space by promoting environmentally sound policies;
- d. Encourages municipal fiscal balance in an effort to minimize taxes through appropriate land use policy; and
- e. Reduces negative impacts between contrasting and potentially incompatible land uses, i.e. retail and residential.

We envision a community that offers a wide range of housing options with respect to type of living environments available and affordability.

We envision a community that is developed with a full range of municipal services and facilities, which reflect the expectations of the residents to have:

- a. Centralized utilities throughout higher density locations;
- b. Exceptional parks and recreation facilities convenient and accessible to all residents;
- c. A superior transportation system to minimize congestion within and through the City; and
- d. A storm water management system to control drainage, protect water quality, and prevent flooding within the City.

We envision a community in which Green is an independent community with its own unique identity:

- a. Through the development of a "town center", which creates a community focal point of civic, retail, and office uses;
- b. By the quality of the recreation, parks and open spaces, both public and private, that are provided;
- c. By the balance of land uses that are available to Green residents; and
- d. By the overall quality of development that occurs in the community.

We envision a community that manages its own destiny while being realistically and appropriately responsive to federal, state, and regional trends and developments that may have an impact on Green.

III. Land Use Development Policies

These general development policies are the best means of carrying out the City's vision as stated in Chapter II. They address broad policy guidelines, specific land use recommendations, and administrative issues, which are important to the on-going planning agenda of the City. The policies generally establish recommendations in the areas of future land use, economic development, community facilities, natural features, and open space preservation and circulation.

Green will continue to be predominantly a suburban residential community. This characteristic is influenced by the large land area encompassed by the City, as well as the layout of its street system, the type of existing topography and soils, and the likely areas for utility extensions. While the Plan recognizes the importance of maintaining attractive, quality residential areas, this objective must be balanced with economic development initiatives that will increase fiscal stability by increasing the non-residential tax base, thereby reducing the tax burden on residential property owners to provide City services.

GENERAL DEVELOPMENT PATTERN

One of the basic foundations of the Long Range Plan is that intensive development should be located in areas that have public utility services and adequate transportation systems. This is important for several reasons. First, provision of public utilities for intensive development is important to the protection of the public health, safety, and welfare of the City. Intensive development on inadequate utility systems can have negative impacts on the environment, on the health of Green residents, and on the quality of development.

This principle is also important for the logical and controlled development of the community. Unplanned and uncoordinated utility extensions and roadway improvements can result in a fragmented "leapfrog" development pattern, and can be a stress to municipal fiscal planning. A concentrated, compact, and potentially more manageable development pattern is the desired outcome.

From this fundamental statement about utility service and transportation systems is derived the principle that decisions about future intensive land uses should consider the availability of public utility services and infrastructure. This should include consideration of planned improvements or infrastructure, generally to be available or occur in two to four years.

Chapter I discusses the existing pattern of development and the constraints on future development such as limited extensions of public water and sewer systems. Recognizing these factors, the Land Use Development Policies are based on a three-tiered approach to development that reflects the Goals and Vision Statements, and reinforces the concept of directing development toward areas that can provide needed public services. The Development Policies generally carry out the current and logical trends in a manner that strives for efficiency in public expenditures.

Policy 1. Continue to provide a wide range of housing options by:

1. Retaining a low density residential character of approximately one dwelling unit per acre in the southwest quadrant of the City;
2. Maintaining the existing single-family residential density of approximately 2.5 dwelling units per acre as the predominant pattern for residential neighborhoods outside the southwest quadrant;

3. Allow higher density residential uses within designated Primary Development Areas; and
4. Incorporate open space preservation into neighborhood designs to the greatest extent possible.

Policy 2. Concentrate the most intensive development (non-residential uses as well as intensive residential uses) in two specific areas of the City “the I-77 Corridor and areas adjacent to the Airport” to achieve the following objectives:

1. Provide for retail, commercial, and industrial uses, and medium to high density residential development, in conveniently accessible locations;
2. Minimize the costs of future infrastructure burdens and improvements, such as road improvements and utility extensions on the City;
3. Maximize municipal tax revenue compared to service costs;
4. Provide for economic development in well defined areas while minimizing the impact from such development on existing and future single-family residential areas; and
5. Permit the types of uses adjacent to I-77 that minimize the need for sound barriers, encouraging buffering, landscaping, and screening in locations where highway visibility is not desirable.

Policy 3. Establish guidelines and principles for transitional areas between intensive non-residential land uses and less intense single-family residential areas to:

1. Minimize conflict between living areas and activity areas;
2. Guide appropriate development patterns for these “transition areas”; and
3. Provide clear guidance for future zone changes for these areas.

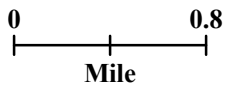
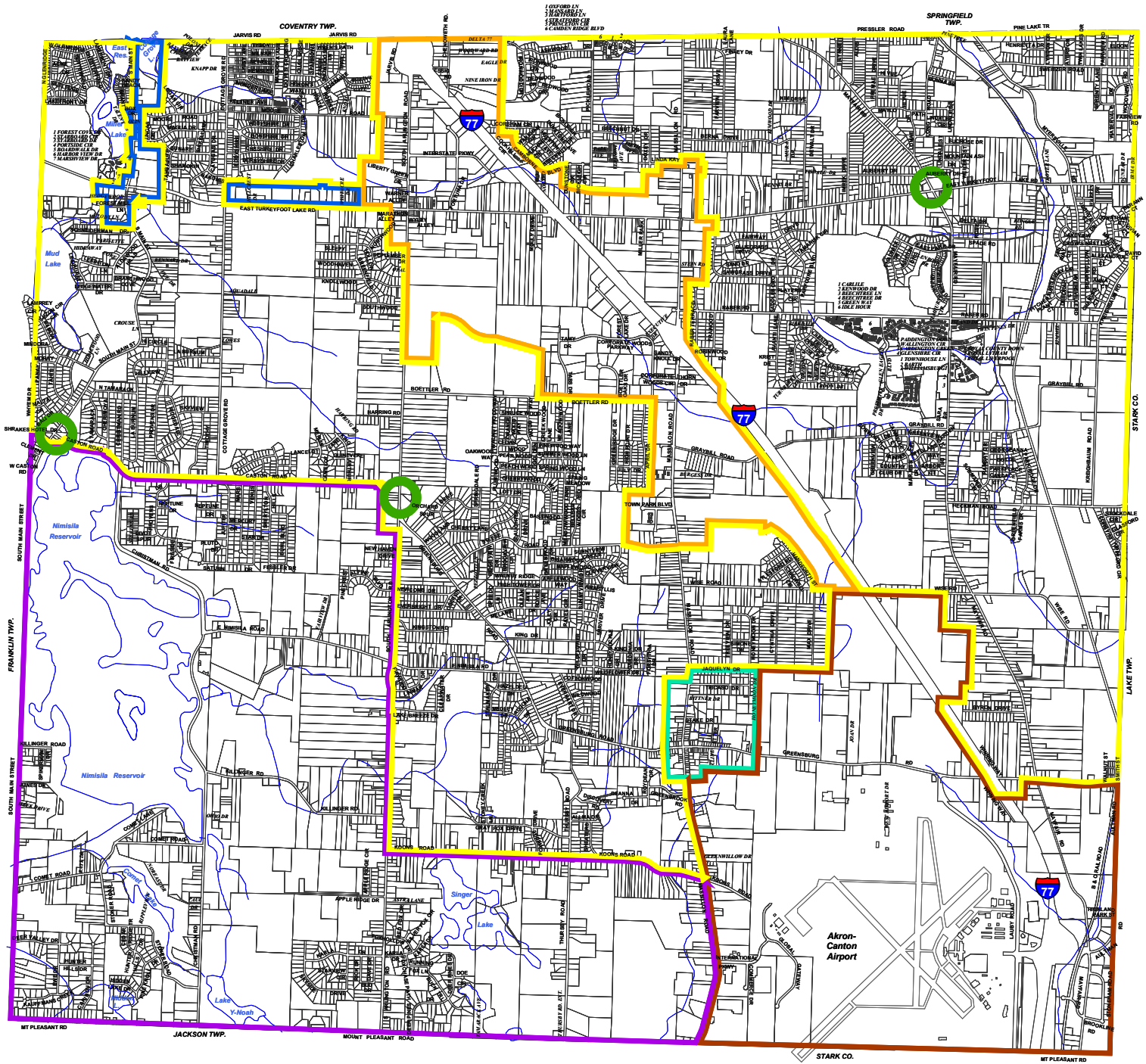
LAND USE PLANNING AREAS







The City of Green has several distinct and defined development areas within the community. These areas represent residential neighborhoods, business districts, industrial parks, and other types of uses. The properties and land uses within these areas share several general development characteristics, such as existing land use, zoning designations, and geographic patterns. Because of the similarities of these properties and the common land use planning issues, they have been grouped into Land Use Planning Areas for the purpose of defining Land Use Development Policies. Seven Land Use Planning Areas are identified on Map 5 and are listed below:

- Rural Residential Area
- Single-Family Neighborhood Areas
- I-77 Corridor Primary Development Area
- Airport Industrial Primary Development Area
- Secondary Commercial Corridors
- Greensburg Mixed Use Area
- Neighborhood Business Nodes

Land Use Development Policies for each of the Land Use Planning Areas are presented in this Chapter.

MAP 5: PLANNING AREAS MAP



	Rural Residential		Secondary Commercial Corridors	
	Airport Industrial Development Area		Greensburg Mixed Use Area	
	I-77 Primary Development Area		Neighborhood Business Nodes	
				Single Family Neighborhoods



Prepared for the City of Green Long Range Land Use Plan by the Planning Department with the assistance of McBride, Dale, Clarion. Base data provided by the Summit County GIS Department.

RESIDENTIAL DEVELOPMENT POLICIES

Residential uses are the predominant use of land in Green. The majority of the remaining vacant land, when eventually developed, will be developed for homes. Therefore, it is important to establish policies that help to achieve the goals summarized in Chapter II, including the goals of offering a wide range of housing options for future residents, and protecting natural resources and open space so as to maintain the “traditional” characteristics of Green. The primary residential areas within Green are within the areas designated as Rural Residential and Single-Family Residential Areas on the Land Use Planning Areas Map. The Land Use Development Policies for these two Planning Areas are described below.

RURAL RESIDENTIAL AREA

The Rural Residential Area is the southwest quadrant of the City, primarily around Nimisila Reservoir. This area is not now served by public water and/or sewer, and is not expected to be for some time, if ever. Therefore, each house, now and in the future, needs to have its own septic system and well, requiring lot sizes that are large enough to satisfy those needs. While it is acknowledged that sanitary sewer service is not anticipated for much of the area, it is possible that such service will be available for certain portions of this Planning Area. If sanitary sewer service becomes available, the City should consider development patterns, such as clustering or open space subdivision, that allow smaller lot sizes as a result of availability of sewers, but that maintains the general low-density character of the Rural Residential Area. This section of the City is also characterized by large areas of wetlands and woodlands. The current R-R Rural Residential zoning district requires a larger lot size in response to the need for on-site sewage treatment and wells, and helps to preserve some of these significant natural features. The provision and protection of open space areas within Rural Residential neighborhoods should be encouraged. The low density, single-family residential character of the Rural Residential Planning Area should be maintained. Provision of public sanitary sewer is desirable to replace on-site sanitary sewage treatment, but the low-density character should be maintained and protected.

The Rural Residential Planning Area also includes the properties south of Koons Road, between Thursbry Road and Massillon Road. The City should expand the R-R Zoning District to include these properties as designated on the Planning Areas map.

SINGLE-FAMILY RESIDENTIAL AREAS

The Single-Family Residential Areas represent the largest land area in the City of Green. This reflects the fact that the predominant developed land use in Green is single-family detached housing, and that the predominant zoning designation is R-1 Single-Family District. The predominant density of single-family residential development in these Planning Areas should not exceed 2.5 dwelling units per acre.

Areas that have been developed as single-family detached home neighborhoods but are zoned for more intensive use should be rezoned to reflect the actual use of the property. Specifically, this recommendation applies to properties currently zoned R-4 District in the Robin’s Trace Neighborhood that are used for single-family detached dwellings, and the neighborhoods on Raber Terrace and Robinwood Drive that are zoned B-1 Business District, but used for single-family detached dwellings.

The primary Land Use Development Policies for this Planning Area are to maintain and protect existing single-family residential neighborhoods and to strive to have high quality single-family neighborhoods develop in the future in these areas that compliment existing neighborhoods. Associated with these policies are recommendations made in other Planning Areas that address the appropriate location and

design of intensive (medium and high-density) residential and non-residential uses. Intensive development should not encroach into defined single-family neighborhood areas.

Provision of public utility service should be encouraged for development of neighborhoods within this Planning Area.

Clustering

Quality neighborhood design will be achieved in large part by the implementation of the R-1 District zoning regulations and the City's subdivision regulations. The current regulations require incorporation of open space into future neighborhoods, and encourage clustering of home sites to maximize open space and/or recreation areas into neighborhoods.

Clustering regulations provide an alternative to the standard lot subdivision that generally allows the same number of units on the site that could be built under the standard regulations, but which requires the set aside of a portion of the site to be preserved as natural area. The allowance for units to be clustered in a smaller net area provides savings to the developer for shorter streets and utility lines, while at the same time, establishes an area of the development that will remain open. Such a requirement helps to further preserve rural areas – farms, orchards, woods, riparian streams, as well as natural wildlife habitats – without the use of public funds. Preserving riparian streams reduces the capital costs for future storm water management.

The City should consider expanding the zoning alternatives to allow additional clustering options, potentially through a conditional use mechanism. This may provide an attractive, flexible design alternative to address future housing needs. The City should establish requirements for the maintenance and preservation of privately owned open space resulting from cluster development projects. This may involve several approaches, such as homeowner associations or conservation easements.

Interconnections

The zoning and subdivision regulations should encourage coordination and connection of vehicular and pedestrian systems within neighborhoods. The objective of this policy is to create interconnections without creating neighborhood “throughways” (i.e. high levels of through traffic). This will be important as Green continues to mature. Interconnection can reduce congestion on main thoroughfares. Pedestrian and bicycle path systems are an important component of neighborhood planning and should be incorporated into designs. Maintenance of path systems on private property should be addressed during the development review and approval process.

Land Adjacent To Metro Railroad Tracks

There are several properties adjacent to the Metro Railroad tracks in the eastern portion of the Single-Family Residential Planning Area that are currently zoned for industrial use. The City's policy for many years has been to encourage reclassification of these properties for residential use in lieu of the industrial zoning along portions of the railroad corridor east of Mayfair Road. This corridor does not satisfy the contemporary industrial location criteria for several reasons. It is not readily accessible to a major arterial or interstate highway interchange, and therefore truck traffic would travel across residential streets to reach I-77. It has low marketability because it is not visible from I-77, which is more than a mile away. Many of the parcels along the railroad are smaller than generally desired for new industrial development. The area lacks adequate utilities such as public sewer and water systems. If industrial uses were to be developed, they could have an adverse impact on existing or expected adjacent residential developments. While the potential

use of the tracks for commuter rail is not certain, residential uses in this area would be compatible, provided measures are taken to ensure adequate sound barriers are erected. If sound barriers are required for future development, they should be constructed by the developer or landowner, and not as a public cost. Clustering of residential units should be encouraged so as to maintain an adequate setback from the tracks.

Residential Development Fronting Major Streets

This Plan recognizes that single-family dwellings will continue to be the designated land use along many segments of the City's arterial streets. At issue is the combination of negative impacts that multiple driveway access locations for individual single-family homes have on the functionality of the street, and the traffic impacts of the major street on the homes. Cluster development, or creative "standard" subdivision design, can be used to orient new units away from these main roads. This alternative can be effectively utilized on large parcels, or when multiple parcels are combined, by facing the homes away from the major street ("reverse frontage") and installing a combination of mounding, buffering, and screening along the major street frontage in the "backyards" of the new homes. This Plan discourages the further subdivision of new single-family lots fronting on major or minor arterial streets as designated by the City's functional classification system to assure that such single-family development will adequately manage traffic and minimize turning conflicts. It is also important that the City reserve adequate right-of-way for planned infrastructure improvements. The following table identifies the current major and minor arterial streets in Green:

MAJOR ARTERIAL

Arlington Road (Greensburg Road to North Corporate Line)
Massillon Road
Turkeyfoot Lake Road

MINOR ARTERIAL

Arlington Road (Mt. Pleasant Road to Greensburg Road)
Greensburg Road
S. Main Street

Residential Development Alternatives

While single-family detached residential dwellings are the predominant land use in this planning area, there are alternative residential development patterns that can provide a transition between intensive land uses and low-density neighborhoods, or can be an effective tool for properties that have development constraints. The use of the Residential Alternatives described below can be appropriate within this Planning Area. These alternatives can be appropriate in areas where property configuration or terrain is irregular, and can be effectively used as transitions between traditional single-family neighborhoods and more intensive land uses. Public water and sanitary sewer service should be a requirement for this type of development.

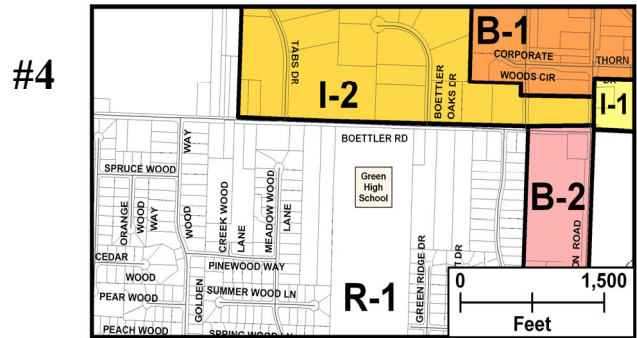
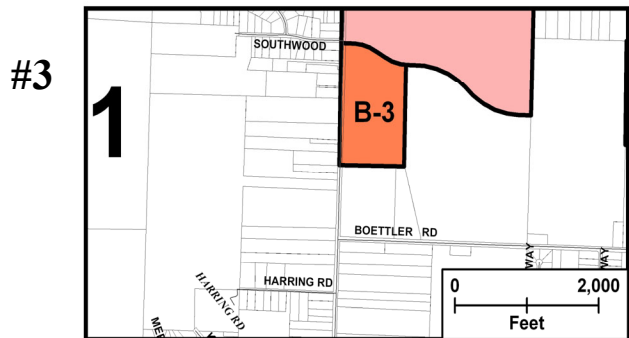
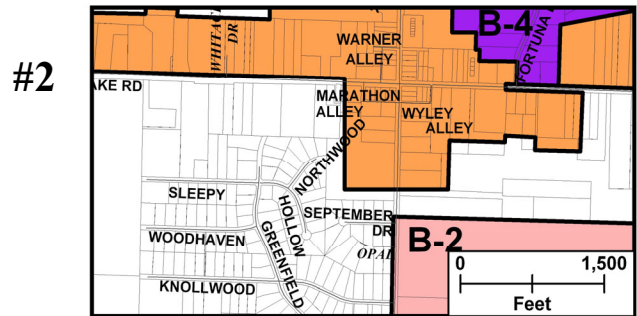
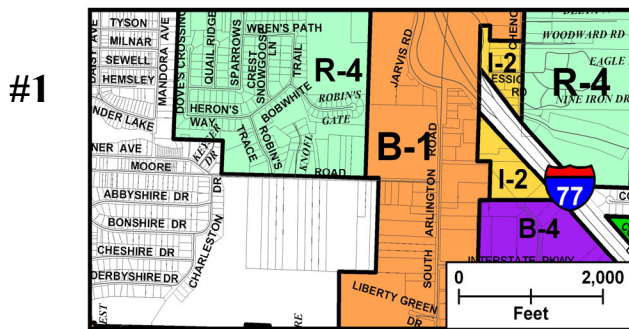
SINGLE-FAMILY ALTERNATIVES

Not all of the properties within the Single-Family Residential Planning Areas are zoned R-1 District, nor does the Plan recommend that a homogenous R-1 District pattern is desired or appropriate. There are several neighborhoods that have developed using R-2PD Single-Family Planned Development and R-3PD Single-Family Zero Lot line/Cluster Development Zoning Districts. These districts allow housing types other than single-family detached homes, such as attached single-family homes and town

homes to name a few. Allowable densities range from 3 to 5 homes per acre. These Districts also require larger amounts of open space than the R-1 District.

Some of the locations where medium density residential uses (3 to 5 dwellings per acre) would be appropriate transitions are described below:

1. The vacant parcels on the north and south sides of Moore Road, west of the B-1 zoning on Arlington Road. This site is currently zoned R-1 District.
2. On the west side of Arlington Road, north of the residential development on September Drive. This area is currently zoned B-1 District and R-1 District.
3. On the west side of Arlington Road, at the Boettler Road intersection.
4. Along the south side of Boettler Road, between Meadow Wood Lane and April Drive, on either side of the high school.



RESIDENTIAL PLANNED DEVELOPMENT

There are also several locations within this Planning Area that have developed as planned residential development utilizing PD-1 Planned Development District zoning. This zoning district encourages flexible site and neighborhood design, incorporating significant amounts of open space (presently 25% minimum open space is required). In exchange for the provision of large amounts of open space and a high-quality neighborhood design with community amenities, density increases are permitted. The PD-1 District allows densities up to 7 units per acre. The District also allows multiple family dwellings, as well as detached and attached single-family dwellings. The PD-1 District currently allows incorporation of a limited amount of non-residential development within the overall project. Increases in the amount of non-residential uses that can be included in a PD-1 District (currently 5%) should be considered, perhaps allowing 12% to 15%, in order to allow mixed used developments in transitional areas, while maintaining the predominance of residential use in a project.

NON-RESIDENTIAL DEVELOPMENT POLICIES

Based on the 2003 land use data, approximately one quarter of the City of Green is designated for non-residential development (based on distribution of zoning districts). This represents nearly 5,000 acres of land, and includes retail shopping areas, office complexes, industrial uses, the airport, as well as vacant land not yet developed. The manner in which the non-residential use areas develop in Green is a significant contributor to the appearance, image, and quality of life for the community¹.

The fundamental policy for non-residential development is that such uses should occur within designated “Primary Development Areas” in Green, and should not be scattered and haphazardly located without regard to access, public services, and neighborhood impact. These designated areas have generally been established by the current development pattern and by the existing zoning boundaries. The two primary areas for non-residential development are within the I-77 Corridor Primary Development and the Airport Industrial Primary Development Planning Areas.

However, Green is more than just a residential community with two development areas. There are other locations that require policies for future development and land use control. These include areas that are outside the two primary development areas that have existing commercial, office, or other non-residential land uses. Therefore, three additional Land Use Planning Areas have been created to address the unique planning, development, and land use characteristics of these areas – the Secondary Commercial Corridor, the Neighborhood Business Nodes, and the Greensburg Mixed-Use Planning Areas. The Land Use Development Policies for these Planning Areas are described below.

I-77 CORRIDOR PRIMARY DEVELOPMENT AREA

The I-77 Corridor Primary Development Area is concentrated around the I-77 Corridor from Steese Road, north to the City boundary, along the I-77 Corridor (see Planning Area Map). For the most part, the development pattern is already established along Arlington Road, north of E. Turkeyfoot Lake Road and along Massillon Road, north of Steese Road. This Planning Area contains a majority of the commercial, retail, service, and office type land uses within the City of Green, as well as several light industrial uses. Future business and commercial uses of this nature should be located within this Planning Area. As the business core for the community, this Planning Area is important for the economic health of Green. It is important that this area provide the necessary combination of jobs, services, and convenience goods that a maturing City requires.

Much of the land within this Planning Area is currently zoned for business use – B-1 General Business, B-2 Business Office, B-3 Retail Business, B-4 Highway Service, and I-2 Limited Industrial District zoning. There are also properties that are zoned for high-density residential uses. These zoning classifications reflect intensive land use categories that are appropriate within the I-77 Corridor Primary Development Area.

There are, however, several currently vacant locations within this Planning Area that are zoned for low intensity, single-family use. Policies for these vacant tracts are needed to ensure high quality, compatible development patterns.

¹ Note – non-residential development refers to retail, commercial, office, industrial, airport, and similar employment related uses, and is not intended to apply to recreational uses or institutional uses, such as schools and churches, which may be located within the Residential Planning Areas.

Boettler Farm Mixed Use Area

The property located at the northeast quadrant of Boettler Road and Arlington Road is planned to be developed as a mixture of retail/service businesses, office uses, recreational areas, and residential dwellings. Business and office uses will be located along Arlington Road, and a city park is planned at the northeast corner of Boettler Road and Arlington Road. The property includes development of a single-family home neighborhood along the north side of Boettler Road, east of the proposed park (which is included in the Single-Family Residential Planning Area).

It will be important that this area develop as a cohesive project, to achieve a consistent design theme and attractive development. Equally important will be designing the project so that surrounding properties are considered and that negative impacts are minimized. The City's Design Review and approval process requires the evaluation of the details of proposed development of this scale, and should help to facilitate a mixed-use development that benefits the community. Attention should be given to establishing a high quality streetscape appearance on both Arlington and Boettler Roads. Landscape buffering between residential and non-residential uses should be incorporated into the design. This area should develop with a "campus setting" or atmosphere.

Also of importance will be the consideration of traffic control and access management for this Mixed Use project. Impact analyses and road design studies should be prepared to understand and plan for the anticipated traffic for this project, to mitigate such impacts to the extent possible, and to plan for development of properties west and south. Roadway inter-connection through the land area to the north and east will need to be included in future planning reviews.

Business expansion should not occur west and south of the Boettler Farm Mixed Use project, as illustrated by the boundaries of the I-77 Corridor Primary Development Area.

Industrial and Office Expansion

The existing I-2 zoning west of I-77, north of Boettler Road, including Corporate Woods Parkway, Tabs Drive, Forest Lake Drive, and other streets, should be extended north and west. The Boettler Road frontage of the "Jacobs Farm" property is appropriate for transitional residential use, similar in character to the development patterns to the west and south, while the northern portion is appropriate for office or industrial development. Careful design and buffering will be important between these land uses. Road connections that create additional industrial and office lots in this area should be encouraged. Extending existing roads in this area will improve circulation within the Primary Development Area. Such road connections include:

- The extension of Corporate Woods Parkway to Tabs Drive.
- The extension of Forest Lake Drive northerly, parallel to I-77, with the potential of connecting to Tabs Drive northward to East Turkeyfoot Lake Road.

This is an important area for economic development and job creation in the City. Design Review will be required to maintain a high quality building and site design.

Town Center Development

In order to further reinforce and create a positive image for Green and improve overall community identity, a town center is proposed to be established at the northwest quadrant of the intersection of Steese Road and Massillon Road. This area is developing as a mixture of uses, including office, retail, service, institutional, and residential uses. It is centrally located within

the City, is on a major artery, and has excellent access to I-77. In addition, there is sufficient land to encourage the creation of a combination of public and private development that is consistent with the town center objective.

Progress has been made at developing the foundation of the town center, although more planning and development is needed. The area contains a community oriented shopping area, several office uses, public/civic uses, and includes the beginnings of medium to high-density housing. Additional public uses and private development will be needed to achieve a town center. Activity is a vital part of creating a successful town center. More “activity” will be needed to create a town center in this location. It is important that the City allow for flexible design and development of the town center in order to achieve the desired outcome. Inclusion of residential uses will also be important to defining the town center, creating a market for business and service uses, and achieving the activity needed for a town center.

Additional input and analysis is also required. The City of Green needs to decide what the “town center” will be for Green, and to develop a more detailed plan for achieving such a vision once identified. The following should be considered when these discussions and planning workshops occur:

1. Elements of the town center concept should include:
 - Encourage site layout that places parking behind the building, emphasizing a pedestrian scale.
 - A mix of civic, retail, office, and residential uses. This would include a new municipal complex of administrative and recreational facilities.
 - Unified site development requirements (at least in a designated “core” area) with respect to architecture, landscaping, signs, and circulation.
 - A public plaza or design feature that serves as a community focal point.
 - Creation of a zoning mechanism that provides the flexibility needed to achieve the “non-typical” development pattern described here, while at the same time, defining the character, style, function, and design that is desired for the Town Center, i.e. approval of a concept plan or development plan.
 - The civic/municipal complex is a key element for the town center. The concept is to combine municipal, administrative, indoor recreational, library, and perhaps the post office functions in one central location. The expectation is that public investment will provide the catalyst to help create and organize the town center.
2. Additional funds should be allocated for a detailed study of the town center concept. The study should determine the preferred location for the municipal/community center and more specific town center boundaries related to this site. The study should also determine the actual public facilities to be included and the architectural design guidelines needed to ensure that development within the town center achieves a cohesive design.

The west side of Massillon Road north of the Town Center to Boettler Road should remain as office use, as currently zoned.

Northeast Quadrant of Massillon and Graybill Roads – Mixed Use Development Area

The northeast quadrant of Massillon and Graybill Roads is one large, 70+ acre parcel currently held in joint ownership. Efforts should be made to take advantage of the opportunity for coordinated development of this site. It is recommended that the policy for this site be for planned business development for the purposes of better managing traffic and creating a cohesive development.

Planned business development refers to the use of zoning mechanisms that incorporate a site plan into the zone map amendment process for the property. (The site is currently zoned R-1 Single-Family District and therefore a map amendment will be needed to develop the property for business use.) Through a planned business zoning process, the landowner/developer prepares a proposed development plan for the entire project and submits such plan to the City during the zone map amendment process. The City and landowner evaluate the proposed plan during the public review process. The site plan becomes part of the zoning approval, and the property must be developed in accordance with the approved development plan. This method allows for detailed discussion about how a property will develop. This can be a particularly useful tool for evaluation of a zone change request for significant properties, such as this. This mechanism also provides certainty to the landowner/developer that the City approves of the type of development to occur on the site. The planned business development zoning mechanism is a tool that can (and should) be used for several properties within the City, not just the Graybill Road site.

Following are the general elements that should be considered for this property:

1. This site is suitable for a mix of uses designed to have a campus setting. Care should be given to locating various uses on the site. The following specific location criteria should be observed.
 - The portion of the site that is adjacent to I-77 is suitable for motorist service uses such as motels and theaters that are permitted in the B-1 District.
 - The interior portion of the site could be appropriate for the retail uses permitted in the B-3 District.
 - The frontage along both Massillon and Graybill Roads should be predominantly offices, however, limited retail uses could also be considered along the frontage.
2. It is important to create unified site development requirements similar to those discussed for the town center. Consideration should be given to establishing guidelines that would encourage harmonious and complimentary building design, unified landscaping and screening, and a coordinated sign program. Design should be coordinated with and complimentary to the recommendations for the town center. This can be accomplished as part of the planned business development described above.
3. Connectivity within the site should be a focus to ensure interconnection between various land uses in the property. Connectivity to adjacent development is also important and should be carefully considered.

Transitional Land Use Areas

There are several areas within the I-77 Corridor Primary Development Area that have limitations to development as intensive retail, office, or other business uses because of one or more of the following conditions:

- Limited property depth.
- Narrow property frontage.
- Proximity to existing residential neighborhoods, but adjacent to existing intensive business development.
- Multiple property owners that limit ability to develop as a cohesive unit.
- Frontage on a major arterial street.

These areas have been categorized by this Plan as Transitional Areas. The term “transitional” reflects that fact that the properties are between intensive business (generally retail) uses, and residential neighborhood areas.

Development of such properties can be difficult, and are often met with opposition by neighbors and surrounding property owners. There is no “absolute” solution for development of these types of sites. It is not simply a matter of designating the properties as “office” or “medium density residential” or some other use that may fit within the property situation. A strategy that addresses the transitional land use nature of these properties is needed. The Plan recommends that the City recognize these areas as Transitional Areas and consider the following set of criteria or conditions for development of these difficult locations:

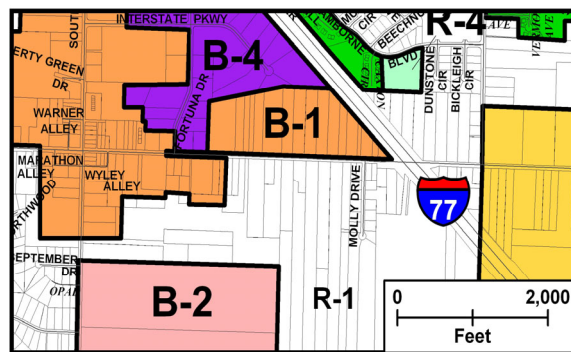
1. **Land Use** – Office uses and medium density residential uses (3 to 5 dwellings per acre) generally provide a suitable transition. A higher density (up to 7 dwellings per acre) could be considered if a development plan provides buffering to single-family uses. Intensive, high traffic generating or traffic-reliant retail, service, or restaurant uses typically do not make good transitional uses. Strict limitations on drive-through service, outdoor activity, storage and other intrusive activities are appropriate.
2. **Building Design** – New development in transition areas should be of a scale that is compatible with the less intensive use that it “transitions” to. Building heights, roof styles, window design, building materials, and mechanical and refuse equipment screening are important to creating a transition character. Reuse of existing buildings should be considered, but may not always be practical.
3. **Vehicular Access** – The manner in which site access is designed is important. Shared access, cross access, pedestrian circulation, and alignment of curb cuts are all important issues that can be designed to transition from a vehicular dominated business environment to a low-intensity residential environment.
4. **Site Development** – Again, the scale of the site design should reflect the transition from intense to less intense uses. Parking areas placed predominantly beside or behind buildings, building setbacks, and front pedestrian entrances and paths connecting the street, buildings, and parking areas are important.
5. **Landscaping** – Landscaping plays an important role in transitional uses. Street trees, interior parking landscaping, and perimeter screening are important elements of transitional land uses. Landscape plantings adjacent to the building can also contribute to the transitional character.

6. **Signs** – The size, scale, location, and height of signs is an important quality of transitional areas. Ground signs should be required and a reasonable, but limited amount of on-building signs should be prescribed. Prohibitions or control of temporary signs, banners, electronic copy, or other types of commercial signs may also be appropriate.
7. **Lighting** – Exterior site lighting can be an important issue for transition areas. The height, design, number, illumination type, and direction of lights are important. Light trespass on adjacent properties should be prohibited.

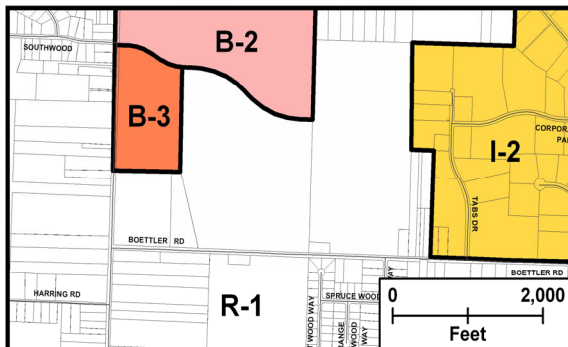
The following are examples of Transitional Land Use Areas within the I-77 Primary Development Area. There may be other locations that can be designated as Transitional Land Use Areas:

1. The south side of East Turkeyfoot Lake Road, west of I-77.
2. The north and south sides of East Turkeyfoot Lake Road, east of I-77.
3. Along the north side of Boettler Road, between Arlington Road and the Industrial zoning.
4. The east and west sides of Massillon Road north of Turkeyfoot Lake Road.

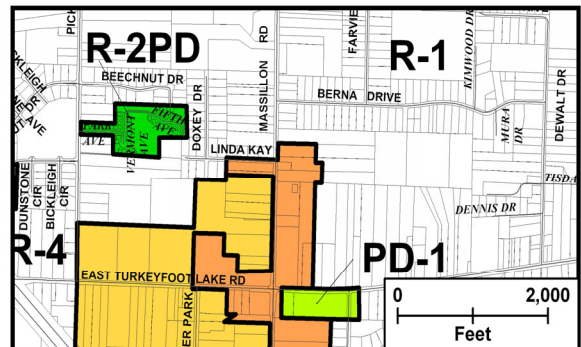
#1 & #2



#3



#4



A more detailed explanation of the recommended regulations for Transitional Areas is included in the Implementation Strategies, Chapter IV.

General Design Criteria

Within the I-77 Corridor Primary Development Area, it is important to regulate and control the quality of development to ensure that regardless of the use of the land, the design and layout of new development is compatible with and enhances the “traditional” character of Green. The City has accomplished this objective to a great extent through the use of the Design Review process. Design should continue to be an important component of development review by the City. Specific ways to ensure that new development, and redevelopment, presents a high quality image include:

1. Ensure that the appearance of properties visible along the I-77 Corridor present a clean, well-maintained appearance to improve the City’s image at its “front door”. This should include landscaping, careful control of outdoor storage, sales and display, and consideration of all visible sides of a business.
2. Work with businesses to reduce the size and number of signs so as to minimize sign clutter and confusion.
3. Maintain the design review process and guidelines in the Zoning Code, which includes a broad set of criteria to regulate the overall appearance of buildings and a review process whereby the Planning and Zoning Commission retains final authority for approval, but is guided by recommendations from an architect or group of architects.

AIRPORT INDUSTRIAL PRIMARY DEVELOPMENT AREA

The second Planning Area in Green where non-residential development should be concentrated is the Airport Industrial Primary Development Area. This area is located in the southeast quadrant of the City and is predominantly zoned I-2 Limited Industrial District. There are several industrial and office park developments within this Planning Area, but the Akron-Canton Regional Airport is the dominant land use.

The Plan recognizes that the airport is an important facility for the City. Development in and around the airport is to be encouraged and therefore it is necessary to establish regulations that more easily accommodate a wider range of airport related uses (e.g., hotels, car rental, restaurants, etc.). To accomplish this policy, the Plan recommends that an Airport District be created and applied to the airport and the appropriate surrounding properties. A more detailed explanation of the recommended regulations for an Airport Zoning District is included in the Implementation Strategies, Chapter IV.

The City should continue its efforts to expand industrial and office type land uses in the area in order to increase jobs within Green and to maintain a balanced tax base. Efforts should also continue to improve the access to the Airport and the overall area, including improvements to the Lauby Road I-77 Interchange.

Quality design and appearance of new development and redevelopment is important in this Planning Area, particularly for properties that have visibility from I-77. Review of proposed development by the Design Review Board should continue. The City should utilize standards of review for the Airport Industrial Primary Development Area that are consistent with the requirements for commercial and office development, while providing flexibility appropriate for the type of use and buildings necessary for airport, industrial, and related business uses. The review standards should reflect the uses within the surrounding neighborhood and compatible with adjacent facilities.

SECONDARY COMMERCIAL CORRIDORS

Existing commercial and business development is not limited to the two primary development areas around the I-77 Corridor and the Airport. Businesses have also historically concentrated along the S. Main Street corridor north of SR 619/East Turkeyfoot Lake Road, and on the north side of SR 619/East Turkeyfoot Lake Road between Cottage Grove Road and Arlington Road. These locations are designated on the Planning Areas Map as Secondary Commercial Corridors. These business locations initially developed prior to the construction of the interstate highway system, and without public water or sewer services. The properties within the Secondary Commercial Corridors are currently zoned B-1 Business District.

It has been the City's policy to concentrate commercial development around the I-77 Corridor or the Airport. This policy reflects the City's goals to guide intensive development to areas where infrastructure, such as public sewer and water and adequate roadways are available. This remains the City's policy today. However, the Plan recognizes the existing business uses within the Secondary Commercial Corridors. It is recommended that these areas continue as commercial land uses. These Planning Areas currently have limited public water and sewer services; extension of public water and sewer service may be possible in the next several years. Future development or redevelopment within these Corridors should be evaluated based on the capacity of the public service to meet the proposed needs of future uses.

It is recommended that the boundaries of the business zoning areas should not be expanded beyond the current limits of the Secondary Commercial Corridors, finding that business expansion is generally more appropriate within other areas of the City as identified in this Plan. The scale of business development should be neighborhood oriented businesses or community services, as opposed to regional shopping or employment centers that attract or require large amounts of vehicle traffic, or require higher levels of utility service than is available.

It is recommended that the City consider changing the zoning designation of the end portions of the corridors from B-1 General Business to B-3 Retail Business. The setback requirements in the B-3 District should also be increased when adjacent to residential districts to provide sufficient buffers and screening.

Access management will be important to defining the future character of these areas. Efforts should be made to design access to maintain the functionality of the primary thoroughfares by combining curb cuts and property access, aligning access locations, and sharing access easements whenever possible.

Site design issues are also important to defining the character of these areas. Issues related to buffering between nonresidential and residential uses, lighting, and sign controls are important. It is anticipated that low to medium density residential neighborhoods will (and in some cases already) abut these Planning Areas. Site design (and redesign) of future nonresidential and residential uses should give strong consideration to neighboring properties so that negative impacts are minimized. The use of the Site Plan Review process and the open space/clustering concepts for residential uses adjacent to these corridors can be effective techniques to address these concerns.

NEIGHBORHOOD BUSINESS NODES

The fundamental policy for non-residential development is that intensive business uses should be located within designated "Primary Development Areas" in Green, and should not be scattered and haphazardly located without regard to access, public services, and neighborhood impact. However, there is also a need to provide convenient neighborhood business uses in proximity to residential neighborhoods to limit the need for frequent and lengthy trips to shopping centers to purchase convenience items. Today, such convenience is primarily provided by gas stations and convenience stores.

The Plan recommends that Neighborhood Business Nodes be located throughout Green to address this need. While these concepts may appear to be contradictory, in fact, it is believed that providing Neighborhood Business Nodes in planned locations will be complementary to the policy of concentrating intensive development in designated areas. Neighborhood Business Nodes are appropriate where public water and sewer service is available.

Currently, there are several commercially zoned parcels at crossroads around the City. Many of these areas contain vacant land zoned for business use, or residential uses in business zoning districts. Expansion of these existing areas should not be encouraged, and perhaps reduced in size or eliminated, particularly if no water or sewer is available. The Plan generally recommends that the size of these Neighborhood Business Nodes should be reduced because often more land is zoned for business use than is anticipated for the convenience needs that is being planned for in the future. Vacant areas within the designated Neighborhood Business Nodes that are zoned for retail should be rezoned to residential when the character of the area is predominantly residential.

The following table identifies the location of existing Neighborhood Business Nodes, as well as the general Plan recommendation for each (i.e. retain, reduce size, or replace business zoning). Further analysis of these nodes by the City’s Planning Staff and Planning Commission will be needed prior to initiating zone change proceedings. Appendix A contains maps that illustrate the existing use, structures, and zoning of the nodes.

<u>Node Location</u>	<u>Plan Recommendation</u>
<ul style="list-style-type: none"> ● Caston Road at S. Main Street 	<ul style="list-style-type: none"> - Retain as a future Neighborhood Business Node. - Contract the Business zoning on the north side of Caston, west of Christman Road.
<ul style="list-style-type: none"> ● Comet Road at Christman Road 	<ul style="list-style-type: none"> - Not designated as a future Business Node. - Contract the Business zoning at this location.
<ul style="list-style-type: none"> ● South Main Street at Comet Road 	<ul style="list-style-type: none"> - Not designated as a future Business Node. - Contract the Business zoning at this location.
<ul style="list-style-type: none"> ● SR 619 at Mayfair Road 	<ul style="list-style-type: none"> - Retain as a future Neighborhood Business Node. - Reduce the amount of Business zoning on the northwest quadrant of the intersection.
<ul style="list-style-type: none"> ● Massillon Road at Wise Road 	<ul style="list-style-type: none"> - Not designated as a future Business Node. - Contract the Business zoning at this location.
<ul style="list-style-type: none"> ● Caston Road at Arlington Road 	<ul style="list-style-type: none"> - Retain as a future Neighborhood Business Node. - Reduce the amount of Business zoning.

Consideration should also be given to rezoning areas that are developed with retail uses outside of the primary development area from the B-1 General Business District to the more restrictive B-3 Retail Business District, reducing the development impact on the surrounding neighborhood. The setback requirements in the B-3 District should be increased to fifty feet when adjacent to residential districts.

The Planning Areas Map illustrates the location of the three Neighborhood Business Nodes that are designated to remain. It is recommended that the City create a Neighborhood Business Zoning District. This District can be applied to the three Nodes, and should allow a limited scope of retail, service, and office uses with setbacks and other development mechanisms appropriate for the scale of development.

GREENSBURG MIXED USE AREA

The Greensburg Mixed Use Area is the “neighborhood” that surrounds the intersection of Massillon Road and Greensburg Road as designated on the Planning Areas Map. This Area is unique in the City of Green in that in many ways it reflects the old village style crossroads community, with a combination of business and residential uses next to each other. The character of this Planning Area is also unique because of the small lot sizes, narrow lot widths, and small front and side yard setbacks. This area developed prior to the automobile dominated era that we now live in. The character and history of the Greensburg Area justifies distinct evaluation and discussion, separate from the other Neighborhood Business Nodes.

The Greensburg Mixed Use Area is predominantly zoned a combination of B-3 Retail Business District (along Massillon Road) and B-1 General Business District (on Greensburg Road in the eastern portion of the area, and on two parcels on Massillon Road) – See Greensburg Mixed Use Area Map 6. While there are several business uses in the Planning Area, the predominant use within the Business district is residential. There are also several churches and other public uses that contribute to the mixed-use character.

The boundaries of this Planning Area also include the properties northeast and behind the B-3 and B-1 Districts. This land is zoned R-1 District and includes Bittner Lane, Tricaso Drive, Jaquelyn Drive, and other alleys. There are approximately fifty homes in this area and several vacant parcels of land. This residential neighborhood is included in the Greensburg Mixed Use Area because of the proximity to the Greensburg/Massillon intersection, and because this neighborhood will be the most likely user of businesses in the vicinity, as well as the area most impacted by development of Greensburg.

This area lacks public sewer services, which limits redevelopment potential for business and residential uses.

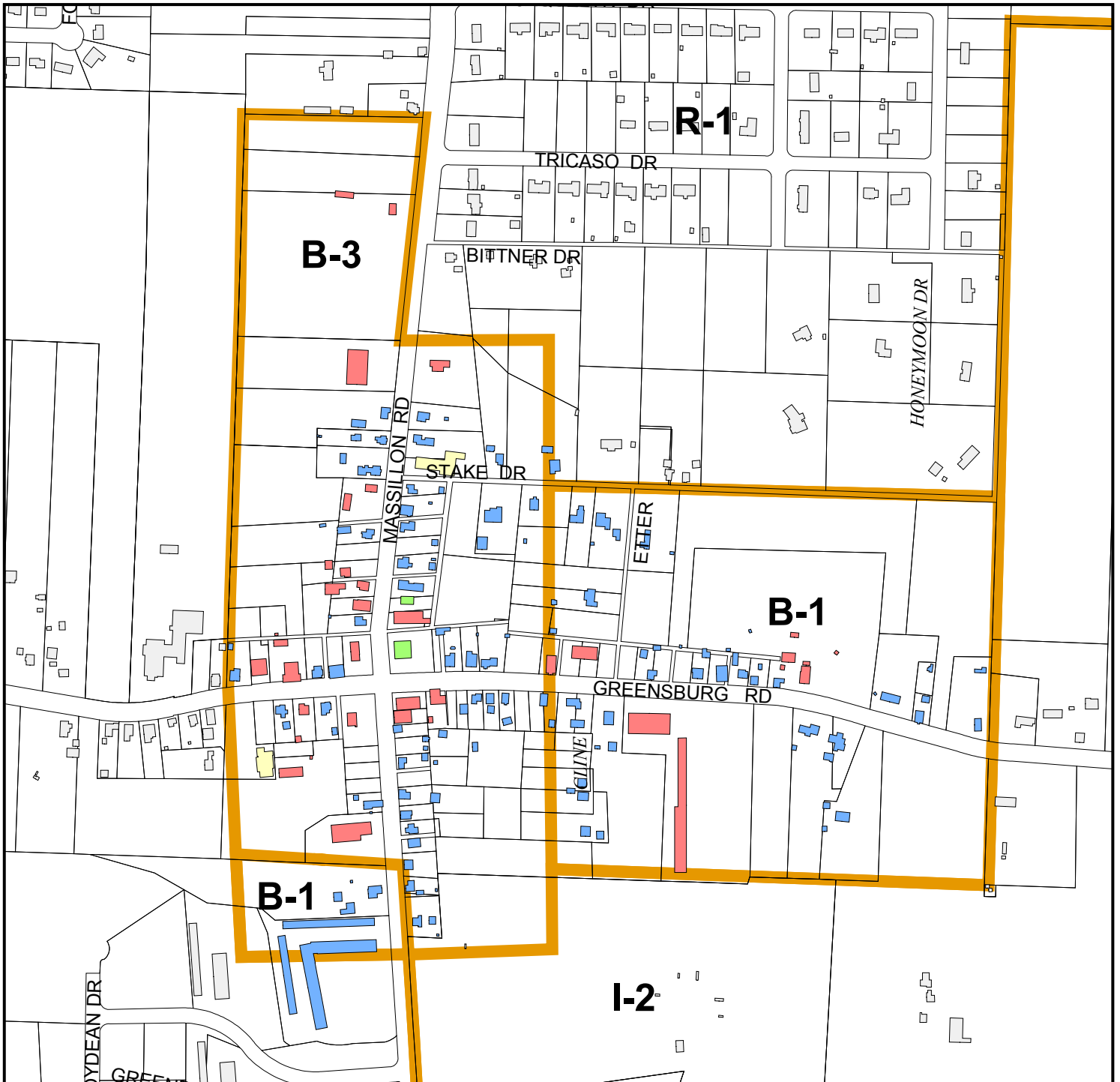
It is recommended that the character of the Greensburg Mixed Use Area be maintained and enhanced. The property configuration and mixture of uses makes the area a unique part of the Green community. Efforts are necessary to protect the character of this area to ensure that new or redevelopment does not destroy the appeal of Greensburg. This is not to say that all existing structures, setbacks, and uses should be “preserved”. To the contrary, redevelopment is recommended, including construction of new buildings, however, such new construction should strengthen the character of Greensburg and not detract from it.

It is recommended that the City create a new zoning designation – perhaps the Greensburg Mixed Use District – to define appropriate regulations for development in this Planning Area. The regulations should include the typical zoning mechanisms – permitted uses, conditional uses, building setbacks, lot widths, building heights, accessory structure regulations, etc. It is also recommended that the District include design guidelines or criteria that will define building and site designs that are appropriate for the Area. Parking design, building scale, “compatibility” criteria, control of demolition of existing structures, sign controls, and other issues can be included in the District. An alternative to a new zoning district is to create an overlay zoning district, which can be used to address the design and use issues without changing the existing “underlying” zoning designation.




The zoning regulation adjustments should also address residential development. It is recommended that the City identify future “infill” residential areas within the Greensburg Area. If a village concept is going to be maintained, a population base to support the businesses and services will be needed. Infill housing – housing that reflects the current single-family density and characteristics – or new medium density residential development would be appropriate for the area if public services are available to support such development.

If the enhancement of the Greensburg Mixed Use Area is going to occur, it is anticipated that sanitary sewer service extension will be necessary. The timing and feasibility – both financial and physical – need to be evaluated in greater detail beyond the scope of this Plan Update. It is anticipated that more detailed planning analysis may be necessary for this Area.

MAP 6: GREENSBURG MIXED USE AREA MAP



0 500 Feet

	Outside Business Zone		Church
	Commercial Use		Public
	Residential Use		Zoning Districts



Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Land use is as of February 2004. Base data provided by the Summit County GIS Department.

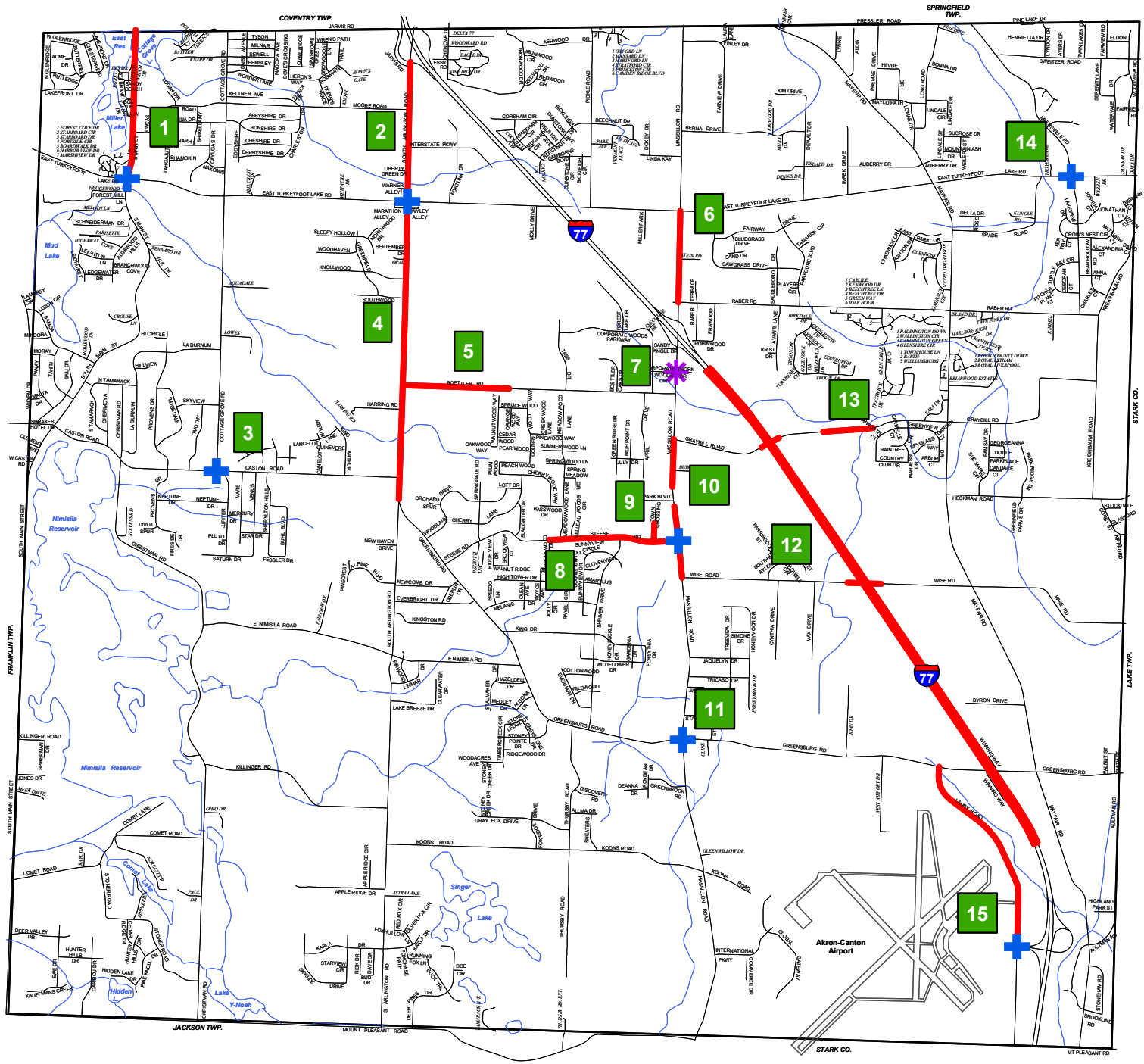
TRANSPORTATION IMPROVEMENT PLAN

The coordination of land use planning and road and transportation planning is important to the success of a community. The basic development policies discussed in this Plan include the importance of locating development based on the capacity of the infrastructure to handle the development, including provision of roads. One of the Goals of this Plan is to have “a superior transportation system to minimize congestion within and through the City”.

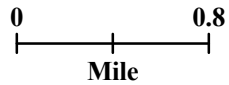
All City Departments work together to plan for improvements to, and expansion of, the City’s transportation system. Where appropriate, transportation planning and improvement programming should include the assistance and planning participation of the Akron Metropolitan Area Traffic Study (AMATS) to utilize potential State and Federal funding sources, and to integrate plans within the regional context. As such, traffic, transportation planning, and infrastructure improvement documents have been prepared by the City Planning Department. Map 7 illustrates the current Transportation Improvement Projects for the City of Green, which are listed in Table 5 in greater detail.

It is recommended that the City establish requirements, procedures, and standards for the preparation and review of traffic impact studies for proposed development. This will provide a consistent mechanism for the evaluation of traffic impacts by proposed developments and methods for traffic impact mitigation.

MAP 7: TRANSPORTATION MAP



See Table 5 for project information.



- + Intersection Improvement
- * Signal Coordination Project
- Road Improvements



Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Information is as of July 2004. Base data provided by the Summit County GIS Department.

TABLE 5: TRANSPORTATION IMPROVEMENT PROJECTS

ID	Location	From	To	Start	Cost	Comment
1	South Main St	North Corp Line	S of SR 619	Summer of 2004	\$4,393,000	Includes intersection upgrade at S. Main/S.R. 619
	South Main/SR 619	Intersection Improvement		Summer of 2004	NYD	Completed in conjunction with S. Main Street Widening Project
2	South Arlington Rd	Jarvis Rd	SR 619		\$2,723,000	Includes signal coordination; 5th lane for turning movements; project to receive 80% AMATS funding, local share under TIF Program
	S Arlington/SR 619	Intersection Improvement			\$3,919,000	Includes dedicated turn lanes and thru lanes; project to receive 80% AMATS funding, local share under TIF Program
3	Caston/Cottage Grove	Intersection Improvement			NYD	Provides for improved sight distance
4	South Arlington Rd	SR 619	Greensburg		NYD	Provide additional lanes
5	Boettler Rd	S Arlington Rd	550 ft W of Golden Wood Way		NYD	Provides for continuous center turn lane
6	Massillon Rd	Raber Rd	SR 619		NYD	Provides for widening to 5 lanes
7	Massillon Rd	Steese Rd	SR 619	Summer 2005	\$800,000	Signal Coordination Project; project to receive 80% AMATS funding
8	Steese Rd	Greenwood Dr	Massillon Rd		NYD	Widening and Sidewalk Project; provides turn lanes where needed and sidewalks
9	Town Crossing	Current End of Town Crossing	Steese Rd		NYD	Provides connection road from Town Park Blvd to Steese Rd
10	Massillon Rd	Graybill Rd	Wise Rd		NYD	Includes Steese Rd intersection improvement; provide additional lanes; funded under TIF Program #2
	Steese/Massillon	Intersection Improvement			NYD	
11	Greensburg/Massillon	Intersection Improvement			\$1,641,000	Project to receive 80% AMATS funding
12	I-77	S of Massillon ramps	N of Lauby ramps		NYD	Widens I-77 to 3 lanes in both directions; also includes rebuild of Wise Rd and Graybill Rd bridges
13	Graybill Rd				NYD	Elementary School Improvement District; provides for turn lane and sidewalk in area to connect/improve school transportation; in conjunction with additional school construction
14	SR 619/Myersville Rd	Intersection Improvement			NYD	Provides for dedicated turn lanes and signalization
	Lauby Rd	Greensburg Rd	I-77 Interchange		NYD	Provides for full 2 lanes in both directions
15	Lauby/I-77 Interchange	Intersection Improvement			\$1,000,000	Provides for signalization of interchange

* NYD = not yet determined

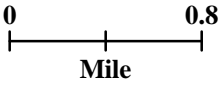
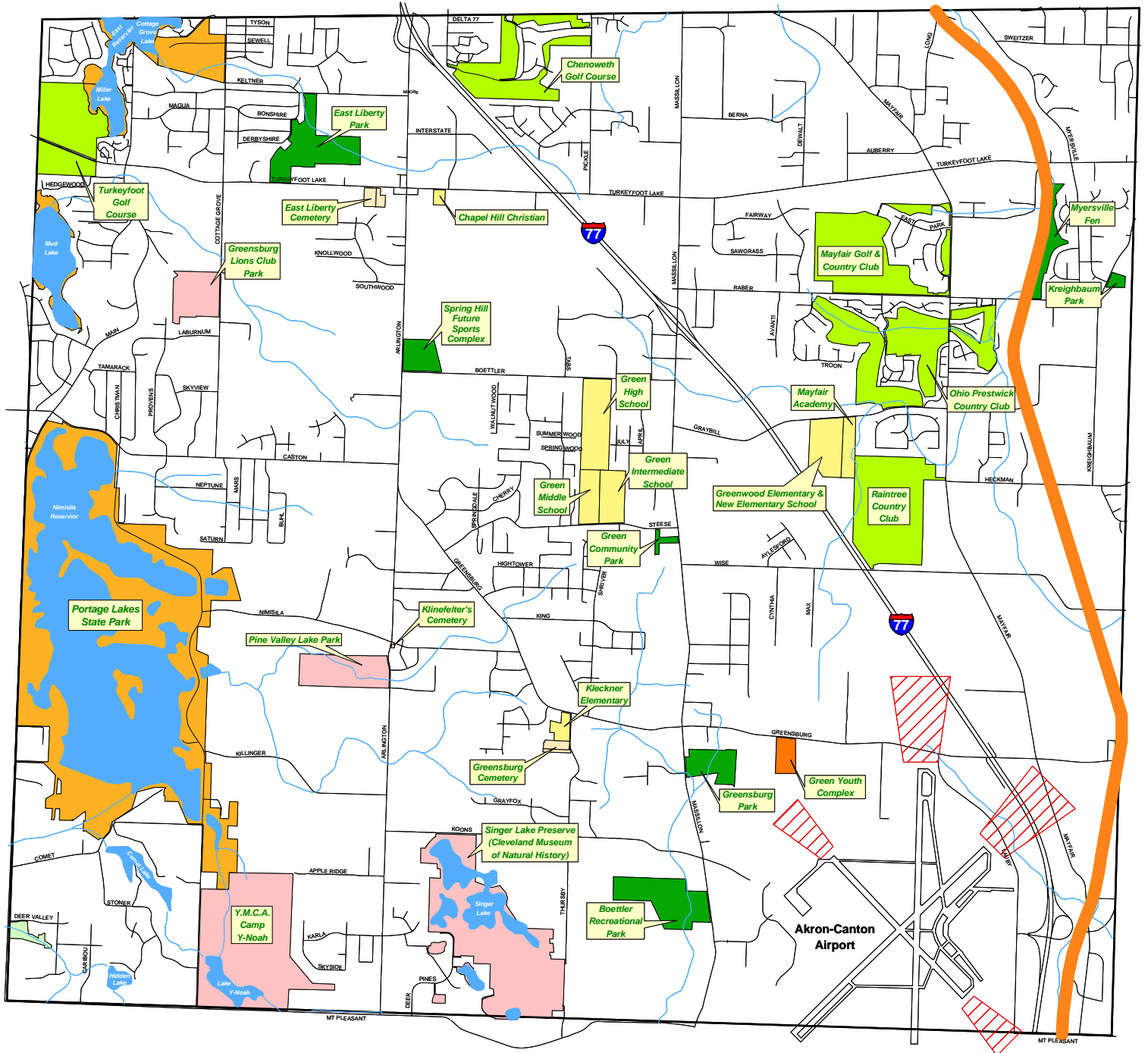
PARKS, RECREATION, AND OPEN SPACE PLAN

Similar to transportation planning, the City of Green Planning Department has developed the basis for a Parks and Open Space Plan. A community survey is currently underway. The Parks and Open Space Plan will be finalized for review and approval by the City when the survey work is completed. A current inventory of parks, recreation, and open space areas within Green is illustrated on Map 8, including both local and regional park land.

A substantial portion of the City of Green is currently designated as parks, recreation, or open space area. Currently, there are approximately 3,117 acres of public and private parks and recreation land in the City. This includes county, state, and local parks and designated open spaces, and represents approximately 15% of the total land area of the City. For reference, the National Recreation and Park Association provides a target standard of a minimum of 10 acres of local park for every 1,000 people. The City's ratio of local parks to population is approximately 9.7 acres for every 1,000 residents (228 acres of local park; 23, 3784 estimated current population).

Parks, recreation, and open space areas are important components in the quality of life of Green. Efforts should be made to continue to expand, improve, and diversify the type, location, amount, and access to parks, recreation, and open space areas available in Green. Efforts should also continue to provide linkages between neighborhoods, parks, schools, libraries, churches, private open space areas, and other uses to improve the quality of life in Green.

MAP 8: PARKS AND OPEN SPACE MAP



Metro Rail Line	Golf Courses	Semi-Public Parks
Streams	Private Parks	Cemeteries
Lakes	City Parks	City Owned Open Space
State Parks	Schools	Runway Protection Zones



Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Parks are as of February 2004. Base data provided by the Summit County GIS Department.

IV. Implementation Strategies

This portion of the Long Range Plan identifies specific actions to implement the policy recommendations contained in Chapter III, as well as other recommendations related to land use and development. These implementation measures generally fall into one of the following categories:

- Proposed zoning text and map amendments, and
- Administrative actions.

PROPOSED ZONING TEXT AMENDMENTS

Several changes to the zoning map and zoning text are identified within the Plan. The Planning and Zoning Commission, with the assistance of the City Planning Department, should take the lead and develop the necessary zoning amendments needed to implement many of the Plan's policies. These amendments include:

1. The City should initiate a comprehensive review of Green's development regulations (i.e. zoning, subdivision, design review) and update the regulations as needed. This review is needed to ensure that recent text amendments made by the City are coordinated with other development regulations. This review is also the next logical step to integrate the changes and recommendations of the Long Range Plan Update. The City should consider creating a Land Development Code that integrates the various development control regulations into one source.
2. Create a Planned Business zoning district that will require review and approval of a site plan as part of a zone map amendment request by a property owner. The Planned Business District is a zoning tool that encourages coordinated development of a property through the approval of site plans, landscaping, circulation, building elevation, signs, and other elements of a project during the zone change process. This approach provides a high level of control for the City, but also provides a high degree of certainty for the owner/developer. Appendix B identifies key elements of a Planned Business District, which may be used to create the zoning district text.
3. Expand the R-R Rural Residential District boundary south of Koons Road, west of Thursby Road to Massillon Road.
4. Expand the residential cluster development alternatives to allow additional options, such as more options for reduced lot sizes in exchange for increased open space within the residential districts. It is recommended that the Conditional Use process be used as a review process for these alternative cluster options.
5. Change the zoning designation of the single-family detached home portion of the Robins Trace subdivision from R-4 District to R-1 District to reflect the existing use of the area.
6. Change the zoning designation of properties currently used as single-family detached homes on Raber Terrace and Robinwood Drive from B-1 Business District to R-1 Residential District to reflect the current and anticipated future use of the properties.
7. Change the zoning of properties adjacent to the Metro Railroad Tracks that are zoned I-1 to a residential designation, except properties that are currently used for industrial purposes.

8. Increase the allowance for commercial uses as part of a PD-1 Planned Development District, perhaps allowing 12% to 15% of the total land area to be used for non-residential uses. It is recommended that careful control of the types of non-residential uses be incorporated into the PD-1 District.
9. Extend the boundaries of the I-2 District north and west of Tabs Drive and Corporate Woods/Forest Lake Drive, and along the west side of I-77 within the I-77 Primary Development Planning Area.
10. Encourage alternative subdivision design along major and minor arterial streets, such as cluster development or reverse frontage lots, in order to minimize new curb cuts on the streets, while providing viable use of the land.
11. Create a Business Transitional zoning district or modify the Site Plan Review process incorporating the concepts discussed for the Transitional Land Use Areas in the I-77 Primary Development Area.
12. Modify the B-3 District to increase the required building and parking setbacks when adjacent to residential uses and/or districts.
13. Establish a new Airport Zoning District to permit additional airport related uses. The regulations should :
 - Permit airport related uses as principal uses on sites that are part of existing airport property, provided access is only from the airport drive.
 - Permit airport related uses, perhaps as a conditional use, when the site is located on land not now owned by the airport, or access is from an existing public street.
 - Development plans should continue to be reviewed according to the Site Plan Review guidelines.
14. Review the standards and procedures of the Site Plan Review Process and make modifications to the standards to reflect the recommendations of the Plan, such as emphasis on quality of development adjacent to and visible from the I-77 Corridor.
15. Change the zoning of the properties at the “end portions” of the Secondary Commercial Corridors from B-1 District to B-3 District to improve the transition, or step down, of uses and to define the limits of the Corridors. Detailed analysis by the Planning Department will be necessary to identify the appropriate boundaries of these changes.
16. Create a Neighborhood Business Zoning District to be applied to the designated Neighborhood Business Nodes.
17. Amend the zoning of non-conforming properties that are currently zoned business that are outside the Primary Development Areas and are not within a designated Neighborhood Business Node according to the Development Policies of this plan. These changes are discussed in more detail on pages 30-31, and will require further analysis by the Planning Department.
18. Change the zoning designation of Hobb’s Villas on Massillon Road from business to residential to reflect the current use of the property.
19. Consider designating existing trailer park communities into a zoning district in order to have appropriate zoning controls.
20. Review the current Official City of Green Zoning Map and compare with the City’s Geographic Information System (GIS) mapping. It is recommended that the City modify the Official Zoning Map as a result of the comparison/analysis to reflect the more accurate property boundaries now available in the GIS system, and to correct unclear zoning boundaries.

ADMINISTRATIVE ACTIONS

In addition to the recommended zoning amendments, there are several other administrative steps or actions that should be taken to foster implementation of the Plan's policies. These include the following:

2. Promote dedication of land for open space and natural area preservation. Techniques to be promoted include working with a land conservancy group to increase community awareness of conservation efforts, and promoting the mechanisms available and tax advantages of donating conservation easements.
3. Pursue detailed studies for the town center concept. The study should focus on determining the most suitable location for the civic functions, the specific types of government and private uses that should be encouraged to locate in the center, and building and design standards to create a unified center and the availability of funds to create the municipal/community facilities. The study should also include recommendations for zoning mechanisms as appropriate and coordination with surrounding properties.
4. The City should work with the Summit County Metroparks to encourage the creation of a countryside plan to establish inter-community access to the Ohio and Erie Canal trail.
5. Before any major circulation improvements are undertaken, the priority improvements should be determined using transportation modeling techniques. This Plan recommends the City conduct such modeling in order to ensure that the most needed improvements are implemented first.
6. Conduct a detailed and thorough planning study of the Greensburg Mixed Use Area. The study should evaluate appropriate future land uses, design guidelines and infrastructure improvements – roadway, water, storm water, sanitary sewer – that are needed to respond to the recommendations of the Plan for this Area. Financial analysis and market feasibility should also be a component of the study. The creation of a new Greensburg Mixed Use Area zoning district may be needed to guide new development and reuse within the area.
7. Develop a more structured and formal fiscal impact analysis system and cost recovery tools to evaluate the costs of development and assess the costs accordingly. This may include impact fees, cost recovery/ recoupment approaches, or special districts.
8. Establish requirements, procedures, and standards for the preparation and review of traffic impact studies for proposed development to provide consistent impact assessment and mitigation.
9. As mentioned in the Introduction of the Plan, the City has prepared a Strategic Plan to guide and prioritize projects within the City. In addition to the Mission Statement, Values, and Vision, the Strategic Plan identifies several “planning” projects that are related to the issues addressed in this Plan. These include:
 - Develop a Traffic/Transportation Improvement Plan.
 - Development of an Economic Development Plan, which identifies land areas, incentives, and policy requirements to promote high employment business creation.
 - Develop a Master Parks and Recreation Plan that addresses more leisure and recreation facilities such as parks, bike/hike trails, and outdoor water facilities.
 - Support the Heritage Corridor Plan and the Inter-Linkage with the Canal Corridor.
 - Update the Fire/EMS Response Plan.
 - Update/Maintenance of the 1994 Comprehensive Storm Water Study.

- Develop a water/sewer facilities plan.
- Maintain annual updates of five-year Capital Improvement Plan.

10. The Planning and Zoning Commission should reevaluate this Plan approximately every five years in order to :

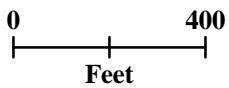
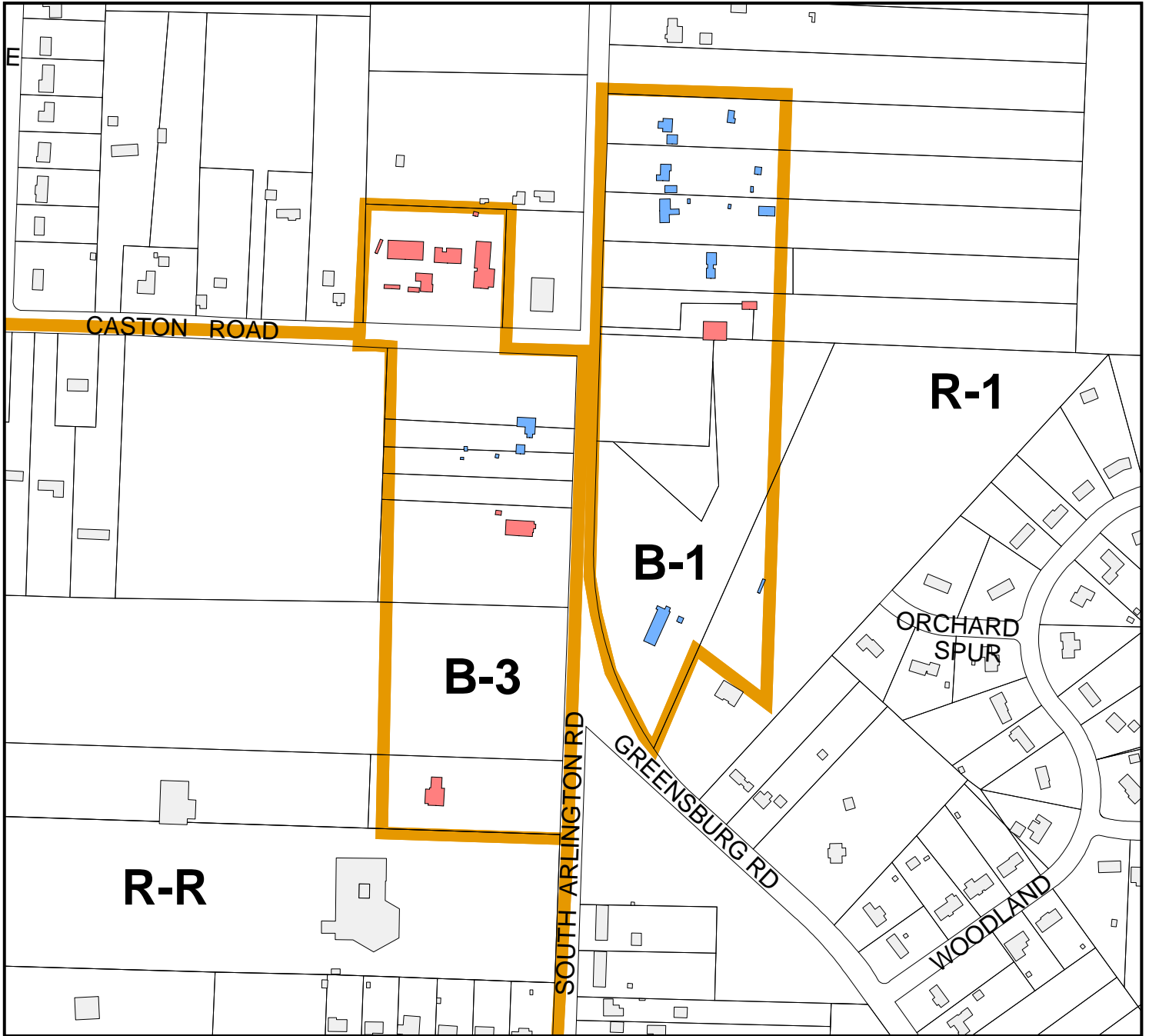
- Refine the policies as necessary to ensure development occurs as desired;
- Evaluate progress being made to implement the Plan; and
- Set forth a revised list of action steps that should be pursued in ensuing years to continue the implementation of the Plan.

The Planning and Zoning Commission will need to work with City Administration, primarily the Planning Department, to review and establish policies on a continuing basis.

Appendix A

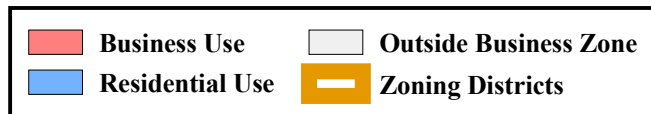
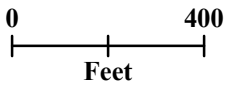
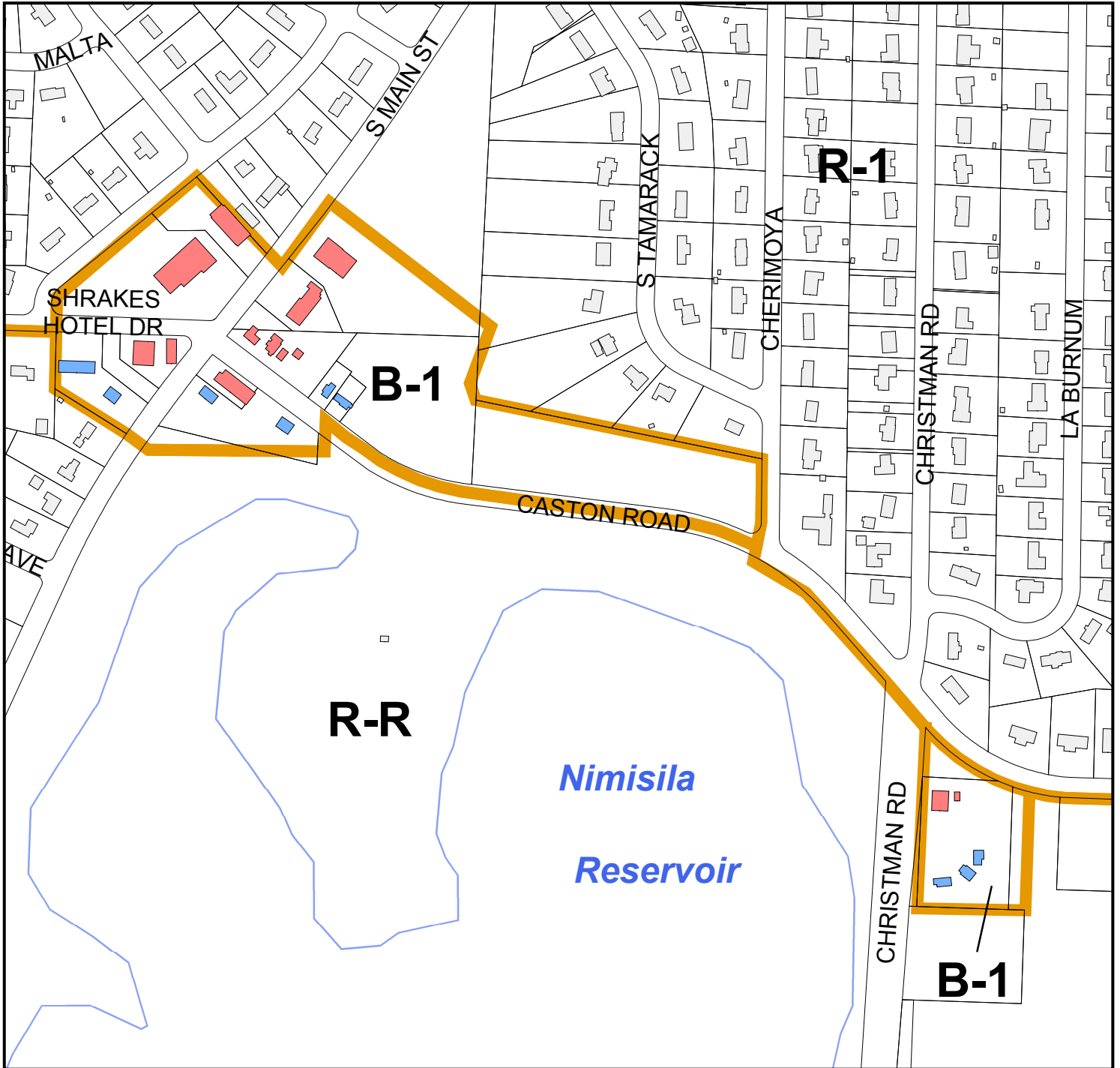
MAPS OF EXISTING NEIGHBORHOOD BUSINESS NODES

MAP A: ARLINGTON RD NEIGHBORHOOD BUSINESS NODE



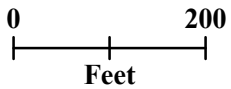
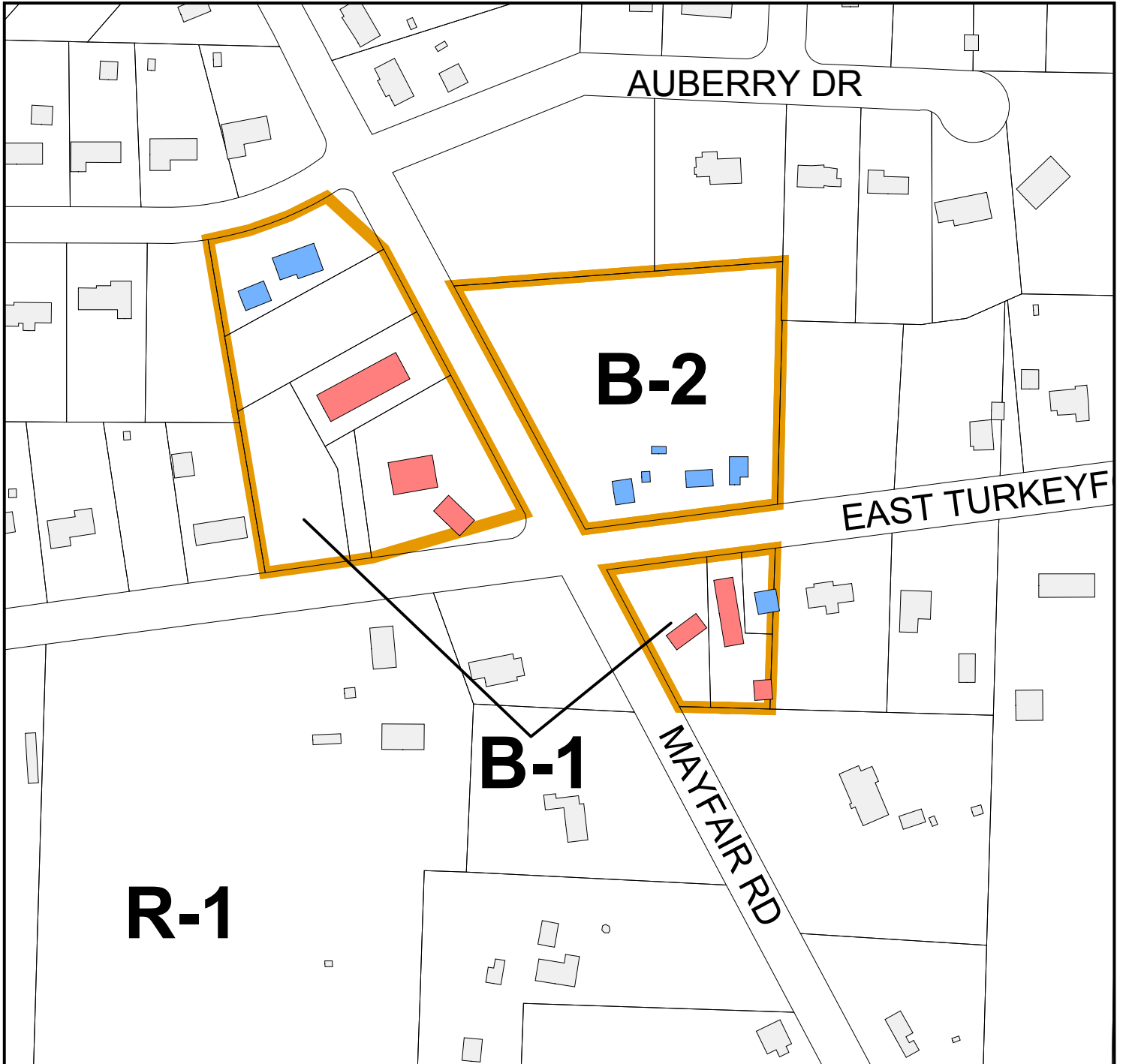
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MAP A: CASTON RD NEIGHBORHOOD BUSINESS NODE



Prepared for the City of Green Long Range Land Use Plan by the Planning Department. Land use is as of February 2004. Base data provided by the Summit County GIS Department.

MAP A: MAYFAIR RD NEIGHBORHOOD BUSINESS NODE



Appendix B

KEY ELEMENTS OF A PLANNED BUSINESS ZONING DISTRICT

WHAT IS A PLANNED BUSINESS DISTRICT?

A Planned Business District (PBD) is a zoning district that is designed to allow flexibility when developing larger pieces of land in a coordinated manner. It allows for multiple structures and uses to be approved in a single development proposal approved by the City as a zoning map amendment. The intent is to ensure cohesive and complementary site development. A PBD requires a set of special regulations amending the City's zoning ordinance, a specific application, and a modified zone change approval procedure.

The Long Range Land Use Plan identifies the creation of a Planned Business District for use in several areas within Green. This Appendix is intended to provide guidance on the key elements of planned business districts and is not intended for any specific site or property. The City will need to conduct a more thorough evaluation of the appropriate regulations and procedures for a Planned Business District as is necessary when creating any new zoning district. This section is intended to present ideas and concepts and is not intended to be "transferred" into zoning regulation without more careful analysis and participation.

The key elements of a typical Planned Business District regulation is provided in this section. When applicable, sample language has been provided for clarity. A PBD typically requires application by the property owner or a developer, usually cannot be initiated by the City. Establishment of a PBD approved by the City typically requires a three (3) step process: Pre-Application Meeting, Concept Plan Approval, and Final Plan Approval. These processes, as well as other elements of creating a Planned Business District, are described in this Appendix.

INTENT OR PURPOSE

The regulations for a Planned Business District should include language that identifies the intent or purpose of the regulation. The following is a sample statement of purpose:

A Planned Business District is intended to encourage innovative land planning and site design concepts that achieve a high level of environmental sensitivity, energy efficiency, aesthetics, a high-quality development, and other community goals by:

- Reducing or eliminating the inflexibility that sometimes results from strict application of land use category standards that were designed primarily for individual lots;
- Allowing greater freedom in selecting the means to provide access, light, open space and design amenities;
- Promoting quality site design and environmentally sensitive development by allowing development to take advantage of special site characteristics, location and mixture of land uses; and
- Requiring compliance with development standards that reflect the high level of public investment in adjoining lands.

STANDARDS OF GENERAL APPLICABILITY

A statement of when and where a Planned Business District is applicable should be included in the zoning text. This statement should include the following:

- The permitted uses within the PBD should be specified, and may reference existing business districts, and may allow residential uses.
- The minimum size or acreage of land that is eligible for a PBD designation. For example, a 40-acre site would be feasible for a PBD, but a smaller site may not be conducive to an integrated development. The minimum size established for a PBD should be considered during the zoning text drafting process.

GENERAL DEVELOPMENT GUIDELINES

The PBD District text should include general development guidelines. These guidelines should detail the requirements for many elements of the proposed development that would not be addressed in the standard zoning district, or in some way modify the standard zoning district regulations. The City may choose to allow standards to be less specific and determined by the applicant's submission, or may choose to establish standard guidelines. General Development Guidelines typically include guidance for the following:

- Permissible uses or types of uses
- Required common open space
- Parking
- Site design
- Signage
- Access management
- Minimum (or Maximum) lot dimensions (yard, area)
- Interior lot setbacks
- Perimeter setbacks
- Landscaping, buffering, and screening.

APPROVAL PROCESS

Application for a Planned Business District with new construction and redevelopment of parcels should be commenced by the property owner, or an authorized agent. There are many models for planned districts. A three-step process is recommended here. The three step process can be modified to fit the City's structure and preferences. Some communities have chosen to allow the option of combining the Concept and Final Plan to be one step. This information is provided for evaluation only and is not intended to represent a draft of the zoning regulation.

Pre-Application Meeting

Before submitting an application for a development plan approval, the applicant should meet with the City's planning staff to present the concept of a proposed development prior to the preparation of detailed plans and to discuss the procedures and standards for development plan approval

The pre-application meeting/conference is intended to review the filing process, encourage complete applications, and no representation made by the City's planning staff will be binding upon the City with respect to the application subsequently submitted.

The pre-application meeting presentation should include appropriate information and material necessary to explain the proposed development including but not limited to, proposed land use, sketch plans, and design ideas, development initiatives, tentative public utility proposals, site location phasing and schedule expectations. It is also important for the City to include appropriate representatives to address relative issues, such as engineering, utilities, or economic development issues.

Concept Plan

The applicant should submit an application with fees to the Planning Department for scheduling of a public hearing with the Planning Commission for approval in principle. The Concept Plan should consist of plans, maps, and diagrams drawn in sufficient detail to indicate the nature of the plan elements and a written narrative description. Approval of the Concept Plan represents a zone change to the Planned Business District, and "attaches" the site plan to the property.

1. The Planning Commission should review the Concept Plan at a public hearing and may recommend approval, approval with modifications, or denial of the application. Such recommendation should be based upon the Long Range Plan, the Zoning Code, other regulations, and the suitability of the proposed development in relation to the character of the area.
2. The City Council considers the Concept Plan at a public hearing and takes action based upon action recommended by the Planning Commission. City Council approval at this stage changes the zoning of the property and attaches the approved site (or concept) plan.

Approval. Approval of the Concept Plan can be limited to the concepts acceptability of the land uses proposed and their interrelationships and may not be construed to endorse precise location of uses nor engineering feasibility. However, some communities prefer to require more details at this stage of approval.

Submission Materials. The Concept Plan need not be a finished drawing, but it should present all relevant graphic data, drawn on a sheet 24"x36" in size, and at an acceptable scale. The following information summarizes information the City may want to require for the Concept Plan review :

1. Proposed land uses and building square footage.
2. Building types and locations.
3. Means of access, circulation, and parking.
4. General location of proposed buffer areas.
5. Existing conditions plan/survey.
6. Parks, playgrounds, paths, and open spaces.
7. Land division plan if the land is to be divided.
8. Applicant's statement of the goals and objectives of the planned development.
9. Traffic Impact Analysis Report.

10. Tables showing overall intensity of any commercial, industrial, or other employment-related uses.
11. Applicant's statement of how the proposed Planned Development complies with the applicable Long Range Plan policies.
12. That the proposal incorporate a commitment to provide a legal instrument or instruments acceptable to the City setting forth a plan for the permanent care and maintenance of common space, including streets and greenways, recreational areas, and all community-owned facilities.
13. General timetable of development.

Final Plan Approval

After receiving approval of the Concept Plan, the applicant will need to have a Final Plan prepared. Upon receipt of the petition accompanied by the Final Plan, the Planning Commission should hold another public hearing/meeting.

General Information. The Final Plan should be in conformance with the approved Concept Plan. The Final Plan should contain detailed information, and may include the following elements:

1. Existing and proposed contour map.
2. Location, widths, and names of all existing or platted streets or other public ways, railroad and utility right-of-ways, parks or other public open spaces, and land uses within 200 feet of the boundaries of the development.
3. Existing sewers, water mains, and other underground facilities within and adjacent to the development and their certified capacities.
4. Proposed sewers or other disposal facilities, water mains, and other underground utilities.
5. A tentative subdivision plan if the property is proposed to be divided.
6. A detailed land use plan indicating the uses planned for the development.
7. Areas proposed to be dedicated or reserved for interior circulation, public parks, playgrounds, schools sites, public buildings, or other uses dedicated or reserved to the public, if any.
8. Open space that is to be maintained and controlled by the owners of the property and the proposed uses thereof.
9. Plans for any proposed or required traffic improvements.
10. Location and dimensions of pedestrian walkways, malls, trails, or easements.
11. Location, arrangement, number, and dimensions of parking spaces, width of aisles, bays, and angle of parking.
12. Location, arrangement, and dimensions of truck loading and unloading spaces and docks.
13. Tentative architectural plans and elevations of typical buildings and structures, indicating the general height, bulk, and appearance.

14. A tentative tree planting and landscaping plan including areas of groundcover and approximate finished grades, slopes, banks, and ditches. All existing trees over six inches in diameter and groves of trees should be shown. Trees to be removed by development shall be so marked.
15. The approximate locations, height, and materials of all walls, fences, and screen plantings. Elevation drawings of typical walls and fences shall be included.
16. The stages, if any, of the development construction. Such stages should be clearly marked on the final development plan.
17. Narrative statement of the goals and objectives of the Planned Development.
18. A completed market analysis, if required by the Planning Commission.
19. Tables showing the total number of acres, the distribution of area by use, the percentage designated for each dwelling type, off-street parking, streets, parks, and open spaces as shown on the proposed development plan.
20. Drafts of appropriate restrictive covenants and documents providing for the maintenance of any common open space, required dedications or reservations, public open spaces, and any dedications of development rights.

Approval of Final Plan and Program. The City Council may approve the Final Plan with or without modifications as recommended by the Planning Commission. Some communities have established procedures that allow the Planning Commission to review and approve the Final Plan without having to go to the City Council. This is a local decision that Green should consider when creating the zoning regulations.

Final Plan. Following approval of the Final Plan by the City, the applicant will submit the plan and final subdivision plan to the Planning Department to check for compliance with the approved Final Plan. If the Final Plan is found to be in compliance, it shall be so certified by the Planning Department. The final plat with all documents relating to dedications, improvements, agreements, restrictions, and associations shall constitute the Final Plan to be recorded. Land division regulations shall be met if the property is to be divided or streets are to be dedicated.