MEETING DATE: 3-10-16

PLANNING COMMISSION

Case No. P16-06

Highpoint Drive Subdivision

CITY of MEDINA

Planning Commission

March 10, 2016 Meeting

Case No: P16-06

Address: South Court Street, PP #028-19C-20-146 & #028-19C-25-306

Applicant: Albrecht Development, Inc.

Subject: South Court Village Development – Preliminary Subdivision Plat

Zoning: C-3 (General Commercial) District & SPD -1

Submitted by: Jonathan Mendel, Community Development Director

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Site Location:
The 42 acre site is located at the northwest corner of South Court Street and Highpoint Drive. The site is adjacent to residential development to the west, north and south. First Merit Bank is adjacent to the north along Court Street, an assisted living facility is adjacent along Court Street to the south, and low intensity commercial/retail is located to the east across S. Court St. in Montville Township.

Project Introduction:
The applicant has submitted a request for preliminary plat approval for a retail, residential and office development. The submitted plans depict an interior public street through the property and a subdivision to create seven lots.

The existing property was established for commercial use when annexed into the city. The Special Planning District regulations were established for the area in 1998. The applicant received Planning Commission approval for revisions to the SPD regulations in 2006. In 2008 and 2009, the applicant received preliminary and final plat approvals from the Planning Commission, but never recorded the final plat, but expired. Then in 2014, the applicant received preliminary plat approval from the Planning Commission, but did not execute final plat steps and the approval expired again. Therefore, the applicant is coming back to the Planning Commission for preliminary plat review at this time.

The preliminary plan process provides the applicant assurance on the general layout of the proposed parcels and the proposed street. Based on approval of the preliminary plat, the applicant can proceed with the generation of detailed improvements plans for the

construction of all public infrastructure. The improvement plans are subject to review and approval by the City Engineer. The applicant then returns to Planning Commission for final plat review. Once those steps are finished, the applicant works with the City Engineer to execute a construction agreement with City Council for the work, which then proceeds to construction

The preliminary subdivision plan as proposed now is the same as the plans previously approved in 2008, 2009 and 2014.

Please find attached to this report:

1. Preliminary subdivision plans, prepared by Krock Esser, received February 22, 2016.
2. Applicant request for waivers from the subdivision regulations, received March 2, 2016.
3. 2006 amended Special Planning District-1 Concept plan – Ordinance 207-06 Exhibit C
4. Aerial photograph.

District Regulations – Section 1138:
The lot and setback requirements for the development are specified as part of the SPD guidelines. The proposed preliminary plat is acceptable and consistent with the approved SPD.

Preliminary Subdivision Plan
The applicant has proposed to construct a public street through the property and subdivide the site into seven lots. Listed below are staff comments applicable to the preliminary plat request:

1171 – Design Standards:
Pedestrian Walkways
Pedestrian walkways will be required along all public streets including South Court Street and Highpoint Drive. Confirmation of such will occur as part of the improvement plans and the individual site plan approvals for the subdistricts.

Lot Lines
Lot lines are to be substantially at right angles to the right of way. All lot lines substantially comply.

Access
Establish access easements to allow connection from Lot #1 to Lots #3 and #5 to the proposed local street. Additionally, an easement must establish access between lots #4 and #6 also the proposed public local street. These requirements are outlined in Section C.5(4) of the underlying SPD-1 established by Ordinance 207-06 in order to minimize vehicle access points to all public streets.

Proposed Public Local Street

The proposed public street extending into the development from S. Court has a proposed name (Court Village Parkway) that is too similar to S. Court St from which it extends. Rename the new street to be sufficiently distinct from S. Court Street or any other similar public street within the Medina postal delivery area.

The long cul-de-sac for the proposed local street exceeds the maximum 600 feet length as required by Section 1171.02(b)(4) of the Planning and Zoning Code.

Cul-de-sac streets are permitted in a residential area to discourage through traffic and promote public safety. Such streets should not be greater than 600 feet in length except where existing topographic conditions discourage the use of an alternate street pattern. Cul-de-sac streets shall normally have a sixty-foot right of way terminating in a turnaround having a minimum outside paving radius of fifty feet and a property line radius not less than sixty feet.

The proposed cul-de-sac is approximately 1,200 feet long, which is significantly more than permitted. Additionally, the cul-de-sac turnaround at the southerly end has a landscaped roundabout island that results in the outside paving radius of only 30 feet as opposed to the minimum 50 feet. This intent of this minimum radius to allow for safe vehicle passage and provision of public services, such as snowplowing, trash removal and emergency vehicle access.

Given the above restrictions regarding the proposed cul-de-sac street, the applicant has provided their argument and reasoning for the length of the cul-de-sac street (included in the packet).

The main points addressed by the applicant relate to the purpose of the cul-de-sac how it fits with the intent and specifics of the 2006 approved Conceptual Development Plan (included in the packet), which delineates two main access points to/from Highpoint Dr. The proposed preliminary subdivision plan's cul-de-sac allows for the "Main Commercial Access" to be a drive from Highpoint to Lot #1, which is planned for a large regional commercial development/land use. This would leave the remaining access point to the residential lots (Lot #2A & 2B) from Highpoint Dr.

Second, the applicant indicates that with the new traffic signal at S. Court St. and Highpoint Dr. making the proposed street continue to Highpoint Dr. could encourage drivers to use the proposed street as a cut through to avoid the signalized intersection.

Lastly, the applicant indicates that the specific design of the turnaround at the end of the cul-de-sac is designed to provide sufficient paved width for vehicles to navigate around it especially emergency. Even with the proposed outside paving width, it does not meet the minimum 50 foot width required, but does comply with the general intent of the regulation. The intent is to make sure cul-de-sacs provide adequate and safe turnaround for the most common vehicles to use it.

Therefore, the applicant has provided their argument and reasoning for the cul-de-sac as a waiver request under Section 1165.06 (Waivers) of the Planning and Zoning Code:

The Planning Commission may waiver certain provisions of these Regulations as specified herein, where unusual or exceptional factors or conditions require such modification, provided that the Planning Commission shall:

(a) Find that unusual topographical or exceptional physical conditions exist.

(b) Find that strict compliance with these Regulations would create an extraordinary hardship in the face of the exceptional conditions.

(c) Permit any modification to depart from these Regulations only to the extent necessary to remove the extraordinary hardship.

(d) Find that any modification granted will not be detrimental to the public interest nor in conflict with the intent and purpose of these Regulations.

(e) Require such other conditions to be met by the proposed plat as the Planning Commission may find necessary to accomplish the purposes of these Regulations when modified.

Planning staff has reviewed the waiver request and although the cul-de-sac does not comply, the applicant's positions are reasonable. As a through street, it could act a bypass for traffic originating from the residential neighborhoods to the west of the project site. Additionally, emergency vehicle access to Highpoint Dr. can be accomplished through the new development plan of Lot #1, which is proposed to be a large regional retail development with extensive external and internal vehicle circulation areas.

Staff Comments:

Building Department. No comment at this time.

Police Chief. No comments.

Service Department. No comments

Fire Department

1) Hydrant will need to be spaced every 300 feet on the road way.
2) Court Village Parkway needs to be a thru street to High Point Dr.
3) The Island needs to be either removed or the road area needs to be large enough to allow the move ability of our largest fire truck.
4) The fire department has major concerns of access to all areas as they are developed. If a cul-de-sac is approved there will be only one way into a lot of the areas so as they are developed we will be requesting additional access into these areas, especially for the residential areas. Also all drive ways will need to be large enough to allow turning into the lots with our vehicles. Even though we have commented that fire hydrants will need to be located every 300 feet on the proposed street, there is a very good chance that additional fire hydrants will be requested in each area as they are being developed.

Engineering Department No comments provided at this time.

City Forrester No comments at this time.

Economic Development This is the first part of a larger project that will greatly benefit the City.

General Comments:
Apart from the applicant's request for waiver from the cul-de-sac design requirements of 1171.02(b)(4), the preliminary subdivision plan meets the requirements of the Code and is overall a good project.

Recommendation:
Based on the above review, staff recommends the Planning Commission approve the application for the Preliminary Plan application subject to the following conditions to be revised and submitted to staff for acceptance:

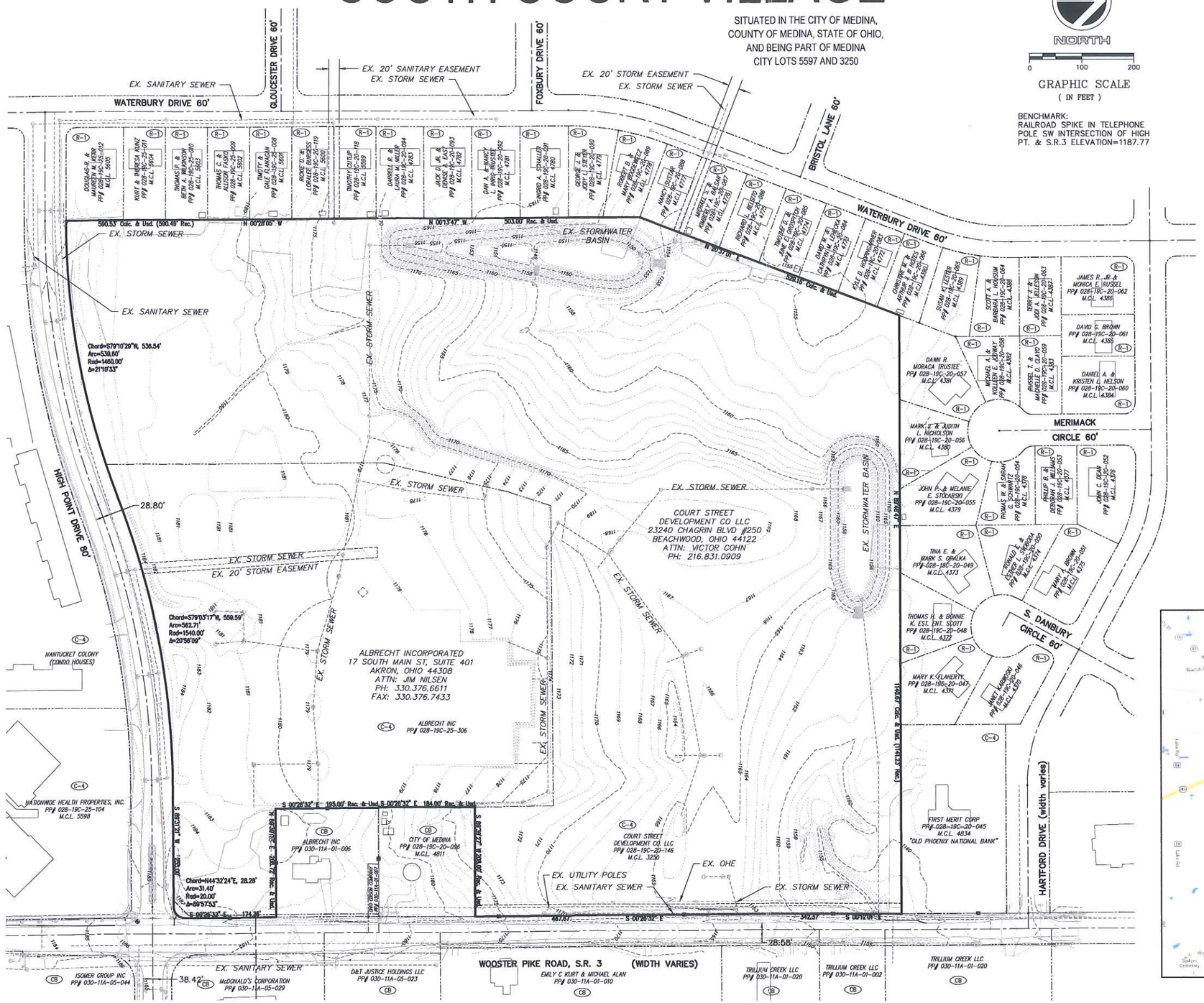
1. Prepare and record a shared access agreement for the shared access easement between lots 1, 3, & 5. Prepare and record a shared access agreement between lots 4 & 6 from the proposed public local street. These requirements are outlined in Section C.5(4) of the underlying SPD-1 established by Ordinance 207-06. Depict record additional shared access or circulation agreements as needed.

2. The City Engineer review and approve the improvement plans per Engineering's requirements for traffic improvement, grading, and drainage issues.

3. Proceed with Final Plat and construction agreement process as outlined in Chapter 1167 of the City Code.

SOUTH COURT VILLAGE

SITUATED IN THE CITY OF MEDINA,
COUNTY OF MEDINA, STATE OF OHIO,
AND BEING PART OF MEDINA
CITY LOTS 5597 AND 3250



LEGEND

- EX. SANITARY MANHOLE
- EX. SANITARY CLEANOUT
- EX. STORM MANHOLE
- EX. STORM CATCH BASIN
- EX. STORM CURB INLET BASIN
- EX. WATER HYDRANT
- EX. WATER VALVE
- EX. WATER SHUTOFF VALVE
- EX. WATER METER PIT
- IRON PIN FOUND (AS NOTED***)
- IRON PIPE FOUND (AS NOTED***)
- MONUMENT BOX FOUND (AS NOTED***)
- 5/8" IRON PIN SET W/ CAP L.L.P.

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FND.=FOUND OBS.=OBSERVED
MSD.=MEASURED REC.=RECORDED
USD.=USED

- EX. STREAM
- EX. WETLANDS

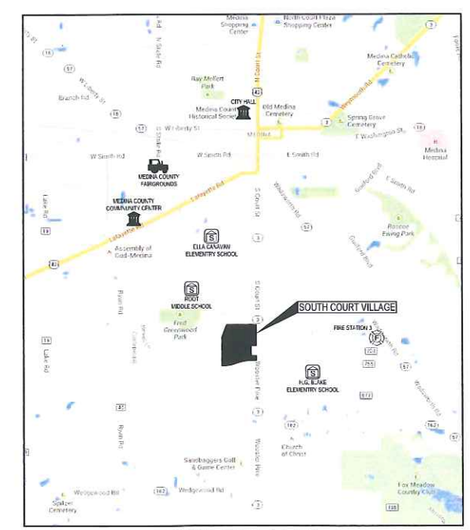
ZONING

- (R-1) RESIDENTIAL (CITY OF MEDINA)
- (C-4) COMMERCIAL (CITY OF MEDINA)
- (CB) COMMUNITY BUSINESS (MONTVILLE TOWNSHIP)

OWNERS

COURT STREET
DEVELOPMENT CO LLC
23240 CHAGRIN BLVD #250
BEACHWOOD, OHIO 44122
ATTN: VICTOR COHN
PH: 216.831.0909

ALBRECHT INCORPORATED
17 SOUTH MAIN ST, SUITE 401
AKRON, OHIO 44308
ATTN: JIM NILSEN
PH: 330.376.6611
FAX: 330.376.7433



VICINITY MAP
NOT TO SCALE

KROCK·ESSER
Krock Esser Engineering, Inc.
3030 West Streetsboro Road
Richfield, Ohio 44286
330.657.2145 www.krockesser.com

STATE OF OHIO SCOTT R. BICKLEY 71470 PROFESSIONAL ENGINEER
PRELIMINARY NOT FOR CONSTRUCTION

Scott R. Bickley, PE
Ohio Professional Engineer
#71470

Drawn By	JRG
Checked By	SRB
Project Number	13623

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ALBRECHT INCORPORATED
17 SOUTH MAIN STREET, SUITE 401
AKRON, OHIO 44308
PH: 330.376.6611
FAX: 330.376.7433

DATES AND REVISIONS

SOUTH COURT VILLAGE

RECEIVED
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BY:

Medina, OH

Existing Conditions

SHEET:
1

File: S:\KEEV_PROJECTS\13623 ALBRECHT - SOUTH COURT VILLAGE SITE PLAN - MEDINA\07 - PLANS\DWG\PRE-LIM.DWG - Mar 13, 2014 1:45pm - Krock Esser Engineering, Inc.

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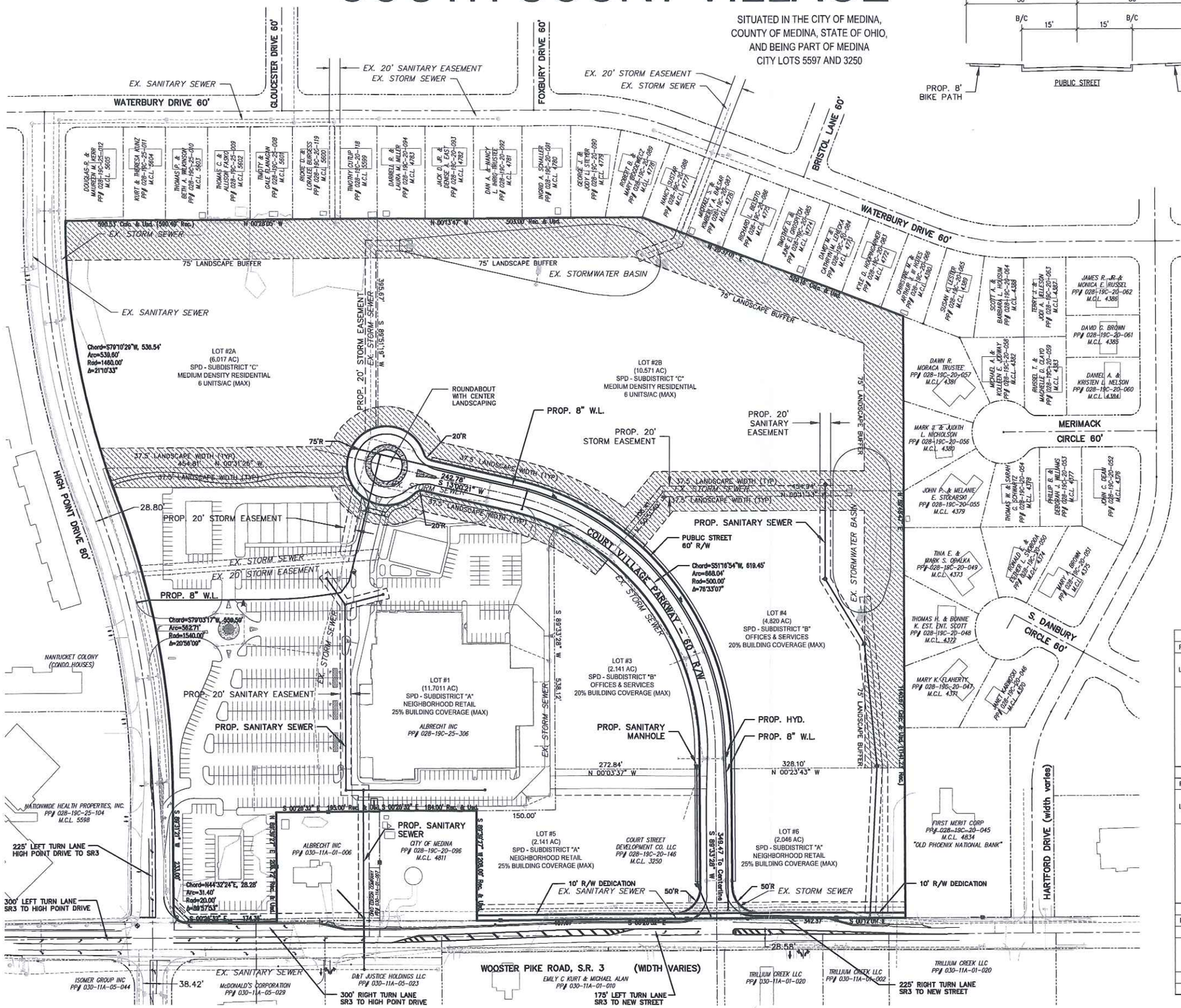

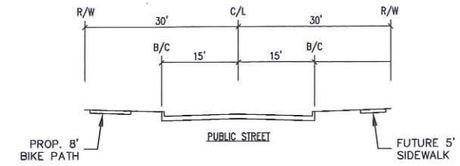

NORTH

0 100 200

GRAPHIC SCALE
(IN FEET)

BENCHMARK:
RAILROAD SPIKE IN TELEPHONE POLE
SW INTERSECTION OF HIGH PT. & S.R.3
ELEVATION=1187.77

LEGEND

- EX. SANITARY MANHOLE
- EX. SANITARY CLEANOUT
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- EX. WETLANDS
- PROP. HYDRANT
- PROP. WATER VALVE
- PROP. SANITARY CATCH BASIN

AREA CHART

SUBDISTRICT A	16.16 AC
SUBDISTRICT B	6.96 AC
SUBDISTRICT C	16.59 AC
PROPOSED ROW	2.20 AC
TOTAL	41.91 AC

SPD-1 Subdistrict "A"	
Principal Permitted Uses	Neighborhood Scale Retail
Lot & Yard Requirements	None: However, spacing of proposed buildings will be reviewed during site plan review based on standards found in Chapter 1109 (Site Plan Review), Chapter 1114 (Special Planning Districts) and Appendix C
Building Requirements	(a) Building height shall not exceed 35 feet
	(b) The building footprint shall not exceed 78,000 square feet for the one large "Grocery Anchor" retail building. The rest of the buildings will have smaller building footprints and should consist of compact, small scale retail buildings.
	(c) The total square footage in Subdistrict "A" shall not exceed a floor area ratio (FAR) of .25.
	(d) The impervious surface ratio in Subdistrict "A" shall not exceed .75 ISR.
SPD-1 Subdistrict "B"	
Principal Permitted Uses	Offices and Services
Lot & Yard Requirements	None: However, spacing of proposed buildings will be reviewed during site plan review based on standards found in Chapter 1109 (Site Plan Review), Chapter 1114 (Special Planning Districts) and Appendix C
Building Requirements	(a) Building height shall not exceed 35 feet
	(b) Buildings shall be compact and small scale.
	(c) Each building footprint shall not exceed 20,000 square feet.
	(d) The total square footage in Subdistrict "B" shall not exceed a floor area ratio (FAR) of .20.
	(e) The impervious surface ratio in Subdistrict "B" shall not exceed .60 ISR.
SPD-1 Subdistrict "C"	
Principal Permitted Uses	Medium Density Residential
Lot Requirements	(a) Minimum lot width (feet) at building line per dwelling shall be 40 feet.
Yard Requirements	(a) Minimum front yard depth: 25 feet
	(b) Minimum rear yard depth: 30 feet
	(c) Minimum side yard width: 5 feet
Building Height	(a) Maximum building height shall be 35 feet
Land Use Intensity	(a) The number of dwelling units per acre shall not exceed 6.

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STATE OF OHIO
SCOTT R. BICKLEY
E-70
REGISTERED
PROFESSIONAL ENGINEER
PRELIMINARY NOT FOR CONSTRUCTION

Scott R. Bickley, PE
Ohio Professional Engineer
#71470

Drawn By	JRG
Checked By	SRB
Project Number	13623

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DATES AND REVISIONS

SOUTH COURT VILLAGE

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Site Plan

SHEET:
2

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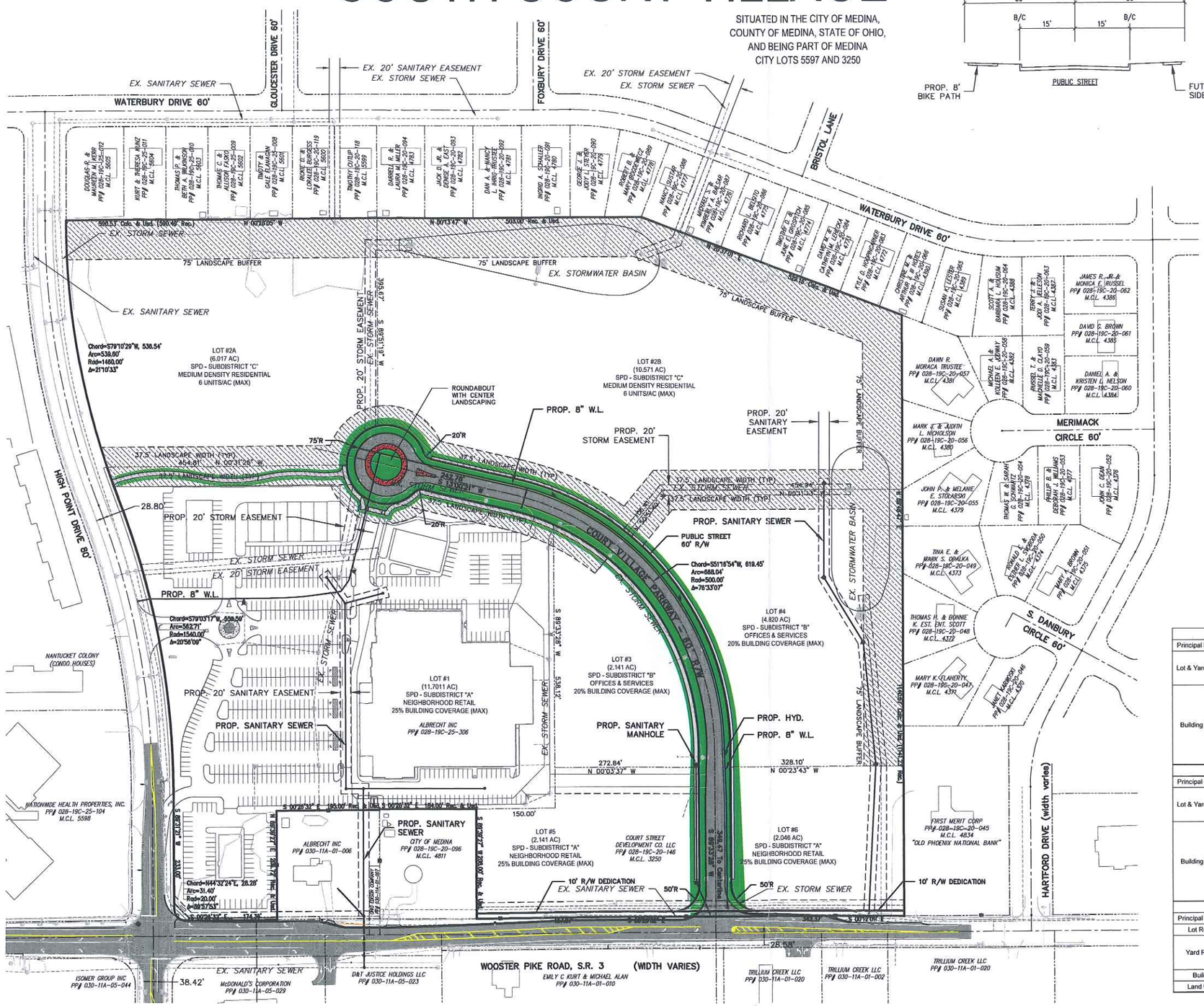

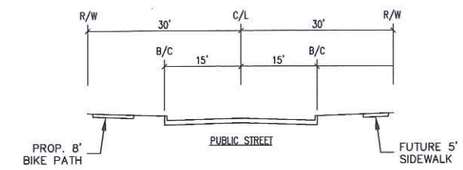

NORTH

0 100 200

GRAPHIC SCALE
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AREA CHART

SUBDISTRICT A	16.16 AC
SUBDISTRICT B	6.96 AC
SUBDISTRICT C	16.59 AC
PROPOSED ROW	2.20 AC
TOTAL	41.91 AC

SPD-1 Subdistrict "A"	
Principal Permitted Uses	Neighborhood Scale Retail
Lot & Yard Requirements	None: However, spacing of proposed buildings will be reviewed during site plan review based on standards found in Chapter 1109 (Site Plan Review), Chapter 1114 (Special Planning Districts) and Appendix C
Building Requirements	(a) Building height shall not exceed 35 feet
	(b) The building footprint shall not exceed 78,000 square feet for the one large "Grocery Anchor" retail building. The rest of the buildings will have smaller building footprints and should consist of compact, small scale retail buildings.
	(c) The total square footage in Subdistrict "A" shall not exceed a floor area ratio (FAR) of .25.
	(d) The impervious surface ratio in Subdistrict "A" shall not exceed .75 ISR.
SPD-1 Subdistrict "B"	
Principal Permitted Uses	Offices and Services
Lot & Yard Requirements	None: However, spacing of proposed buildings will be reviewed during site plan review based on standards found in Chapter 1109 (Site Plan Review), Chapter 1114 (Special Planning Districts) and Appendix C
Building Requirements	(a) Building height shall not exceed 35 feet
	(b) Buildings shall be compact and small scale.
	(c) Each building footprint shall not exceed 20,000 square feet.
	(d) The total square footage in Subdistrict "B" shall not exceed a floor area ratio (FAR) of .20.
	(e) The impervious surface ratio in Subdistrict "B" shall not exceed .60 ISR.
SPD-1 Subdistrict "C"	
Principal Permitted Uses	Medium Density Residential
Lot Requirements	(a) Minimum lot width (feet) at building line per dwelling shall be 40 feet.
Yard Requirements	(a) Minimum front yard depth: 25 feet
	(b) Minimum rear yard depth: 30 feet
	(c) Minimum side yard width: 5 feet
Building Height	(a) Maximum building height shall be 35 feet
Land Use Intensity	(a) The number of dwelling units per acre shall not exceed 6.

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STATE OF OHIO SCOTT R. BICKLEY 71470 PROFESSIONAL ENGINEER
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2/17/16

Scott R. Bickley, PE
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Drawn By	JRG
Checked By	SRB
Project Number	13623

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DATES AND REVISIONS

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Medina, OH

Site Plan

SHEET:
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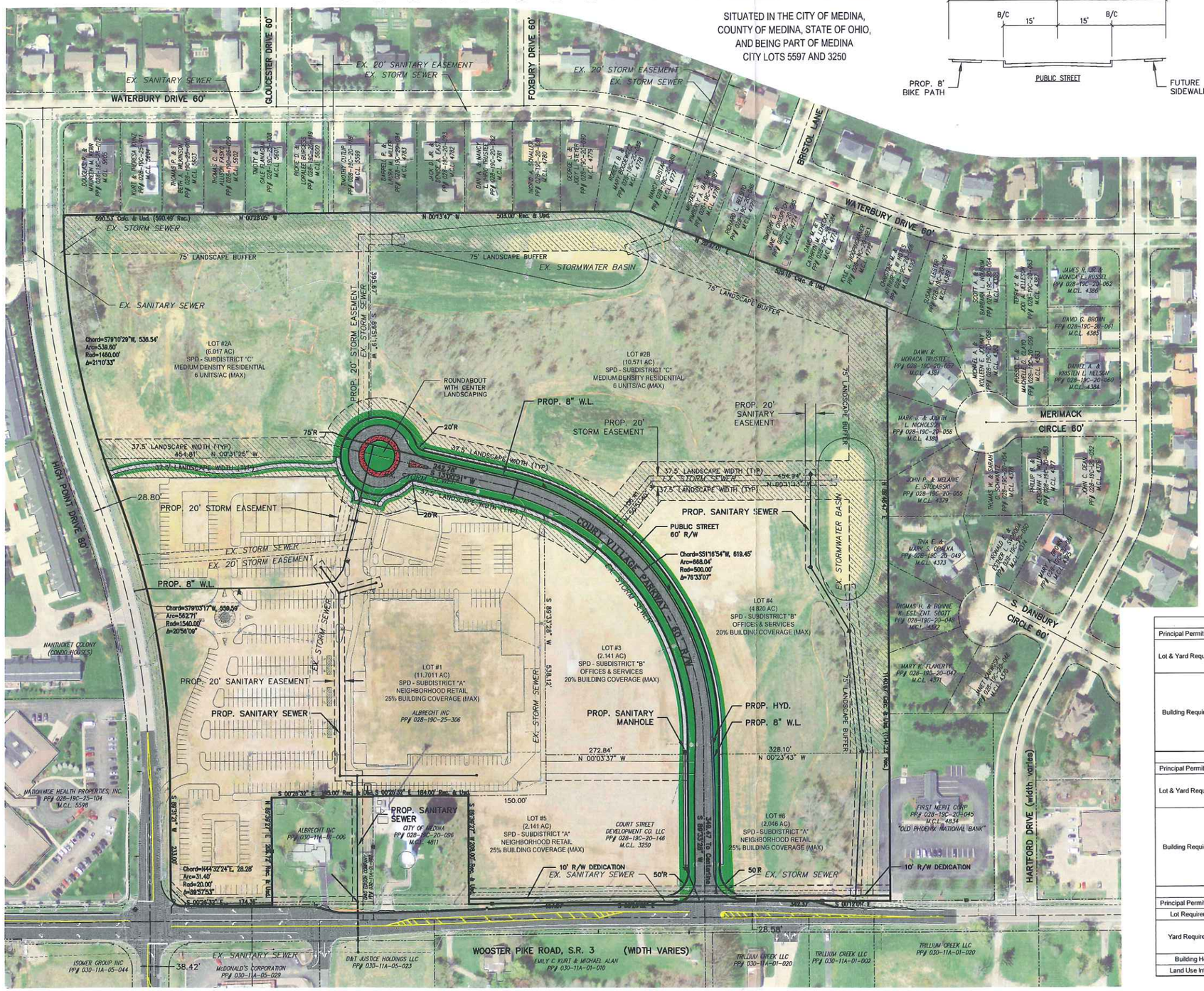

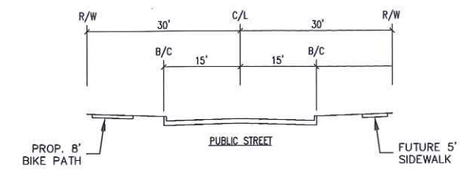

NORTH

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GRAPHIC SCALE
(IN FEET)

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LEGEND

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SPD-1 Subdistrict "A"	
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	(c) The total square footage in Subdistrict "A" shall not exceed a floor area ratio (FAR) of .25
	(d) The impervious surface ratio in Subdistrict "A" shall not exceed .75 ISR.
SPD-1 Subdistrict "B"	
Principal Permitted Uses	Offices and Services
Lot & Yard Requirements	None: However, spacing of proposed buildings will be reviewed during site plan review based on standards found in Chapter 1109 (Site Plan Review), Chapter 1114 (Special Planning Districts) and Appendix C
Building Requirements	(a) Building height shall not exceed 35 feet
	(b) Buildings shall be compact and small scale.
	(c) Each building footprint shall not exceed 20,000 square feet.
	(d) The total square footage in Subdistrict "B" shall not exceed a floor area ratio (FAR) of .20.
	(e) The impervious surface ratio in Subdistrict "B" shall not exceed .60 ISR.
SPD-1 Subdistrict "C"	
Principal Permitted Uses	Medium Density Residential
Lot Requirements	(a) Minimum lot width (feet) at building line per dwelling shall be 40 feet.
Yard Requirements	(a) Minimum front yard depth: 25 feet
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Building Height	(a) Maximum building height shall be 35 feet
Land Use Intensity	(a) The number of dwelling units per acre shall not exceed 6.

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Project Number	13623

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REVISIONS REFLECTED IN THESE DRAWINGS ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW, UNDERSTAND AND CONSTRUCT AS DESIGNED AND APPROVED BY THE REVIEW AGENCY.

ALBRECHT INCORPORATED
17 SOUTH MAIN STREET, SUITE 401
AKRON, OHIO 44308
PH: 330.376.5611
FAX: 330.376.7433

DATES AND REVISIONS

SOUTH COURT VILLAGE

RECEIVED
FEB 22 2016

Medina, OH

Site Plan

SHEET:
4

File: S:\KEE\4-PROJECTS\13623 ALBRECHT - SOUTH COURT VILLAGE SITE PLAN - MEDINA\07 - PLANS\DWG\PRE-LIM.DWG - Mar 13, 2014 1:47pm - Krock Esser Engineering, Inc.

ARCHITECTS. ENGINEERS. PLANNERS.

OHM Advancing Communities

March 2, 2016

Mr. Jonathan Mendel, AICP
Community Development Director
City of Medina
132 North Elmwood Avenue
Medina, Ohio 44258

RECEIVED
MAR 02 2016
BY: ...

RE: South Court Village – Preliminary Plat

Dear Mr. Mendel:

In review of your comments sent to Jim Nilsen and myself on Friday, February 26, 2016, we offer this letter as response. We would very much like to proceed with the preliminary plat as currently submitted. This is the exact same plan which has been previously reviewed and approved:

December 13, 2007 Planning Commission Approval (P48-07)
August 14, 2008 Planning Commission Approval (P08-31)
October 8, 2009 Planning Commission Approval (P09-36)
October 26, 2009 City Council Ordinance No. 171-09 (Construction Agreement Acceptance)
March 13, 2014 Planning Commission Approval (P14-09)
June 14, 2014 City Department of Engineering letter (approval of water main and pavement installation)

Our current preliminary plat (unchanged from prior submittals) is being resubmitted due to the expiration of the above noted approvals having expired from changes in economic conditions, changes in our major tenant new store timing and construction scheduling conflicts.

While never raised as an issue in all prior reviews and approvals related to the SPD-1 regulations, the cul-de-sac or roundabout appears to be in excess of the maximum allowable length of 660 feet. Starting with our very first project submission in 2007, we proposed, and received approval for, a length of 1,200 feet to a roundabout with landscape interior to provide a focal point/landmark for the property. This roadway has (and still is) intended to be just part of the overall, limited access pathways through the entire development.

The property is subject to the Special Planning District (SPD-1) regulations amended in 2006 which established three allowable access points for the entire parcel, one each for the residential, retail and office elements in a special mixed-use development. The original and revised/approved SPD-1 Concept Plan Use and Circulation Plan were used by us and the City as the guiding documents to the original, and still currently, proposed internal roadway plan. The roadway proposed back in 2007 is designed to address two (retail and office) of the three permitted access points.

We were not originally, and are still not today, able to propose the "where, what and how" of the third (residential) access point given how the residential component of the development has not progressed to any measureable degree. It could well be the residential development utilizes the roundabout for western access into the residential acreage with then its allowed final external access point being somewhere on High Point Drive, or the residential acreage developer ultimately requests the extension of the internal roadway from the roundabout to High Point. Given we do not own, control or are involved in the residential segment of this site we are not in a position to currently propose extending the roadway to connect to High Point.

With respect to the allowed access point (one of three) for the retail component of the development, our prior submissions and approvals have this access point on High Point Drive directly in front of the future Acme Fresh

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Market. Traffic flow is then circulated within and around the retail parcel by access to the eastern side of the roundabout, allowing customer traffic in/out of the parcel coming from and going to the north (roadway curb cut on SR-3). The length of the internal roadway from SR-3 to the roundabout further allows for possible curb cuts into the residential acreage as well as future small office buildings placed on the office zoned component (northern parcels) of the development.

With the establishment of the new fully functional traffic light at the intersection of High Point Drive and SR-3, a through street (extension of the roadway from the roundabout to High Point Drive) will create a high speed cut-through. This cut-through could create possible traffic problems for the proposed street by increasing unintended traffic, and as a result be in direct conflict with the pedestrian-friendly environment envisioned in the SPD-1 concept. To be in concert with the concepts advanced within the SPD-1, and route traffic at a much reduced speed through the development, we proposed the roundabout configuration to allow access to High Point Drive through our retail development as well as possibly through the future areas within the residential acreage.

We also wish to respond to comments in regards to the landscaped center island and ability to navigate around the circle. The roundabout was designed per typical roundabout standards and meets all vehicular routing requirements. The roundabout consists of an outer pavement edge radius of 60' and an interior radius of 40' providing a drive aisle of 20' in width. In addition to the interior radius, the roundabout is constructed with a rolled curb on the interior to a stamped concrete surface for an additional 10' of pavement. This will create a pavement width of 30' allowing larger vehicles to traverse the roundabout without issue. Attached demonstrates a 34' ladder truck navigating around the roundabout without any restrictions. We can route additional vehicles at your request and route a specific fire truck of the City of Medina once we have the truck parameters to demonstrate ease of access.

We originally proposed landscaping (and having on-going maintenance responsibility for) the center of the roundabout to mirror the landscaping plans for the retail acreage and create a "sense of place," but during conversations related to turning radius needs and such agreed to change the interior circle to an attractive stamped and colored concrete surface.

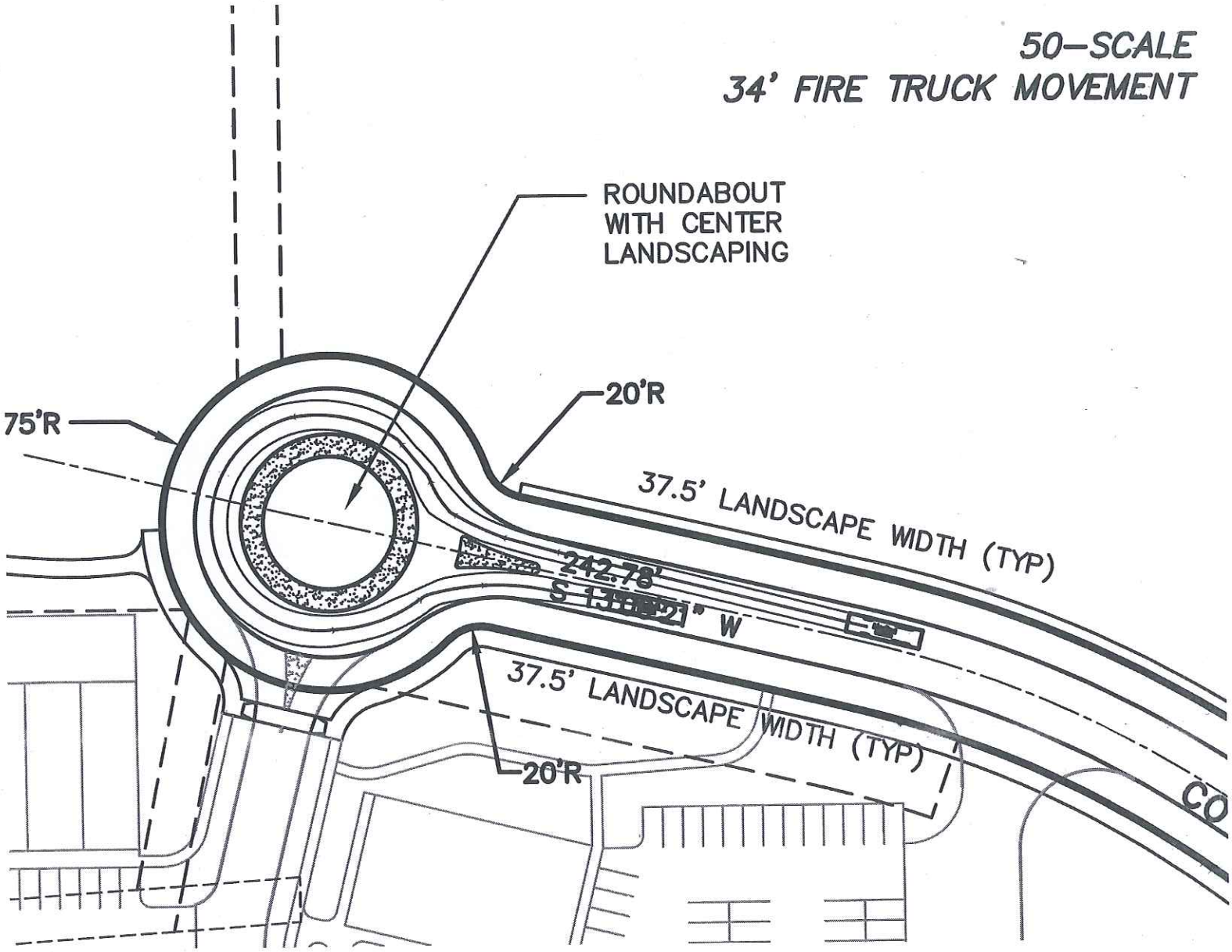
It is our opinion the preliminary plat should be accepted as submitted and as previously approved on numerous plat submissions. Going back to 2007, we worked diligently with members of the community, city council and city officials to recraft the original SPD-1 concept plan into a viable document which enhanced the character, intent and purpose of the mixed-use development. A key element in the SPD document is the need to create a restricted, controlled circulation plan which we proposed with the internal roadway and roundabout, and was subsequently approved as meeting the goals of the revised SPD-1 concept. If there are any additional comments or questions, please contact me immediately at 330.913.1041 or scott.bickley@ohm-advisors.com and we can assist in having them addressed.

Sincerely,
OHM Advisors

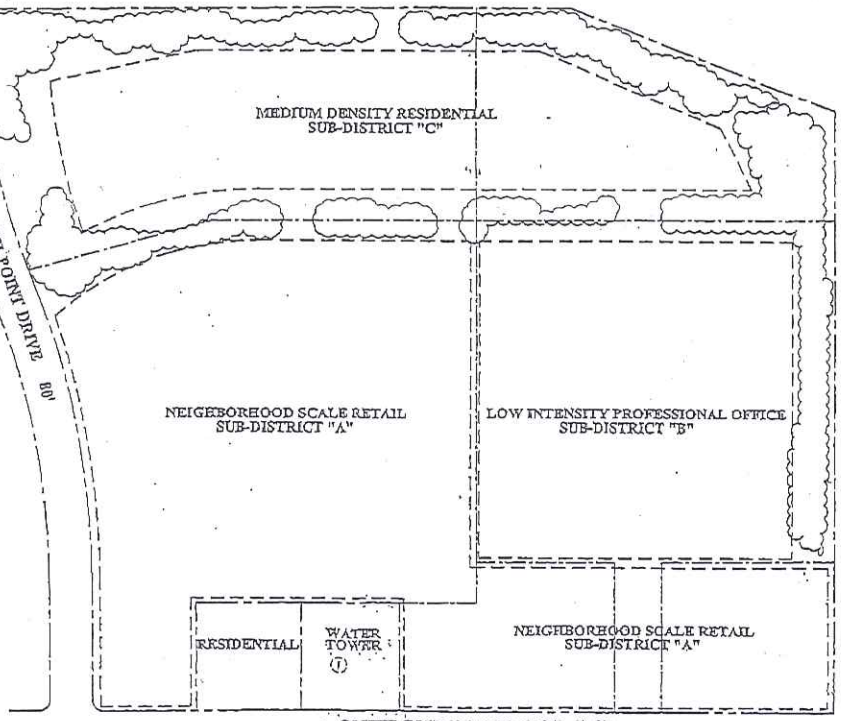
Scott R. Bickley, PE, Senior Project Manager

RECEIVED
MAR 02 2016
BY:

50–SCALE
34' FIRE TRUCK MOVEMENT

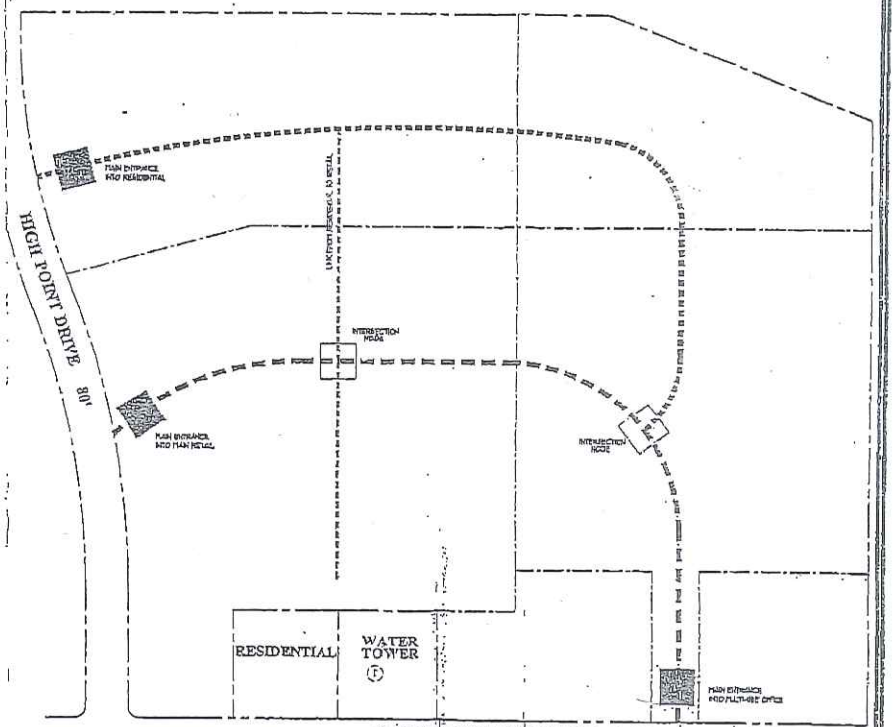


RECEIVED
MAR 02 2016
BY: JM



NORTH

CONCEPTUAL LAND USE



NORTH

PROPOSED CIRCULATION PLAN

ALBRECHT INCORPORATED
17 South Main St.
Suite 401
Akron, Ohio 44308
330-376-6611

DATE: 7-24-06

PROJECT NUMBER:

KRUMROY-COZAD CONSTRUCTION CORPORATION
376 West Exchange Street / Akron, Ohio 44302 / (330) 376-6124
A DESIGN & CONSTRUCTION MANAGEMENT ORGANIZATION

CONCEPT PLAN

SOUTH COURT VILLAGE / MEDINA, OHIO

Robert S. White Architect
380 West Exchange Street Akron, Ohio 44302

SHEET: C101

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ORD. 207-06
EXHIBIT C

P16-06
South Court Village
Preliminary Subdivision Plan
March 10, 2016