

MEETING DATE: 7-09-20

PLANNING COMMISSION

**Case No. P20-08
1125 Wadsworth Rd.**



CITY of MEDINA
Planning Commission
July 9, 2020 Meeting


Case No: P20-08

Location: 1125 Wadsworth Road (at the City boundary)

Applicant: KMK Development, LLC

Subject: Special Planning District Rezoning – Conceptual Development Plan and Guidelines

Zoning: R-1, Low Density Urban Residential

Submitted by: Jonathan Mendel, Community Development Director 

Site Location:

The property is located in the 1100 block at the south end of Wadsworth Road at the city boundary and extends about 1,100 feet to the west of Wadsworth Road. The subject site is the eastern 6.01 acres of a total 6.95 acres currently owned by the applicant. The site is currently zoned R-1, Low Density Urban Residential and surrounded by the following zoning districts and land uses both within the City of Medina and in Montville Township:

- Within the City: R-1, Low Density Urban Residential developed as detached single family dwellings
- Within Montville Township: R-2 and R-3 (single family residential) developed primarily with detached single family dwellings

Proposal:

The applicant proposes a Special Planning District (SPD) for the subject 6.01 acres. The proposed land use is unified development of 62 multi-family dwellings units spread across up to ten 1, 2 or 3 story buildings. The development has:

- 62 units – yet to be determined mix of 1 & 2 bedroom units
- Full vehicular entry/exit access:
 - About 1/3 of the units to/from Wadsworth Road
 - About 2/3 of the units to/from, the to be completed, Asherbrand Drive
- Parking supply to comply with the multi-family dwelling requirements of Section 1145.04(a) of the Planning and Zoning Code
 - Two (2) spaces for each dwelling unit + one (1) space for each five (5) dwelling units for visitor parking.

- Setbacks
 - Front setbacks – minimum 40 feet to Asherbrand Dr. and Wadsworth Road and minimum 40 feet from the rear property line of the existing neighboring property at 1118 Asherbrand Dr.
 - Side setbacks – minimum 10 feet from the northerly and southerly property lines
- Site Design
 - 20% net common open space preserved through a deed restriction and/or HOA
 - Full pedestrian access to surrounding neighborhoods and vicinity
 - Site perimeter landscaping design to maximize buffer with adjacent properties
- Building Design
 - Equal or superior exterior material design and execution to the surrounding vicinity
- All site utilities underground

Background:**Purpose of a Special Planning District****Section 1114.01 of the Planning and Zoning Code:**

The purpose of the Special Planning District is to regulate the development and use of property in areas of the City that contain sensitive or unique environmental, historic, architectural, or other features which require additional protections and flexibility not provided through the application of the standard zoning district regulations, and to promote creative and sensitive site planning. It is the intent of this chapter to provide for a district which will permit a greater range or mixture of compatible uses in areas than would be allowable in the standard zoning classifications of this Zoning Ordinance while also requiring features that protect against negative impacts of incompatible land uses or harm to the environment. It is the purpose of these regulations to provide an effective method for the City to guide the development of such areas so as to preserve such unique characteristics or to provide for the greater range or mixture of land uses when appropriate.

The applicant appears to propose the development as a Special Planning District (SPD) in order to address the above purpose for this particular site given the existing context.

Please find attached to this report:

1. Applicant's Conceptual Development plans and guidelines received June 15, 2020
2. 2007 City of Medina Comprehensive Plan Update – Future Land Use Map (the entire City generally and the subject property and its immediate vicinity specifically.
3. Aerial photograph with City of Medina Zoning Districts overlay

Requirements for Establishing a SPD

Section 1114.04 of the Planning and Zoning Code states the following:

In order for Council to adopt an SPD, it must first make written findings that one or more of the following conditions exist, or will exist within the proposed SPD.

- (a) A concentration of retail and service oriented commercial establishments serving as a principal business activity center for the community.*
- (b) An area recommended in the Comprehensive Plan for special zoning regulations.*
- (c) A property located in a transition area where there is a need to provide for a greater mixture of uses than would be permitted in standard zones of this Ordinance.*
- (d) Lands which permit for ingenuity, imagination and design efforts on the part of builders, architects, site planners, and developers that can produce residential developments which are in keeping with overall land use intensity and open space objectives while departing from the strict application of use setback, height and minimum lot size requirements contained in this Ordinance.*
- (e) Land that is occupied by substantial natural characteristics worthy of preservation or which are historic aids to the identification of residential communities which help residents relate to their communities and to relate the social organization of communities to their physical environments.*

Conceptual Development Plan and Guidelines – Section 1114.05

A SPD proposal requires the following items:

- A. Circulation Plan
- B. Land Use Plan
- C. Density
- D. Transitions
- E. Development Guidelines

2007 City of Medina Comprehensive Plan Update – Future Land Use Map:

The Future Land Use map in the Comprehensive Plan Update is a visual guide to future municipal planning and land use within the city. The map currently designates the subject property *Residential Low Density* as part of a specific area of the same designation to the north, east and west within the City of Medina.

Legislative Review Process to Create a SPD:

A SPD has a Conceptual, Preliminary and Final review process. The conceptual review process is a rezoning of the subject property requiring recommendation by the Planning Commission then review and approval by the City Council through the normal map amendment process outlined in Section 1107.06 of the Planning & Zoning Code. The SPD, if approved by the City Council, will replace the underlying zoning.

Once the SPD and conceptual development plan and guidelines are approved and become effective, the developer returns to the Planning Commission for review of preliminary and final site plan approvals at a Planning Commission public meeting.

City Department Comments:

City Engineer Approval: Comments attached dated 6/24/20

Building Department: No comment at this time

Police Department: No comment at this time.

Service Department: No comment at this time.

Fire Department:

After review of the above said case with the Fire Chief the Fire Department would like to comment that the access for this proposed development be from Wadsworth Road all the way through to Asherbrand Drive. This will allow for access to this large number of units from two directions. OAC 1301:7-7-05.

Economic Development: No comment at this time.

City Forester: No comment at this time.

General Discussion:

The proposed SPD meets the submittal requirement of Chapter 1114 to permit the review of the proposal by the Planning Commission and ultimately the City Council.

The City's 2007 Comprehensive Plan Update designates the subject property as *Residential Low Density*, which is consistent with the existing detached single-family development patterns in the immediate vicinity of the subject property both within and outside the City of Medina.

The proposed SPD would result in a distinctly multi-family (apartment form) development that would be the more consistent with the *Residential High Density* designation in the 2007 Comprehensive Plan Update and generally permitted within the existing R-4, Multi-Family Residential district within the City of Medina Planning & Zoning Code. Also, the proposed unit density (10.3 units/acre) would exceed even the existing R-4 zoning district's maximum 8 units/acre, which would normally necessitate a variance approval by the Board of Zoning Appeals.

Next Step:

The Planning Commission should weigh the information provided and forward a recommendation to City Council on the rezoning request from R-1, Low Density Urban Residential to the proposed Special Planning District #3 (SPD-3).

MEMO

June 24, 2020

To: Jonathan Mendel
From: Patrick Patton
Re: Proposed KMK Development on Asherbrand Drive
Preliminary Traffic Analysis

The owners of the proposed multi-family development located in the City of Medina between Asherbrand Drive and Wadsworth Road have submitted a preliminary traffic analysis for the development. This analysis focused on the impact of potential traffic generated at the intersection of Wadsworth Road and Sturbridge Drive. The analysis assumed the development would include a total of 62 units, with 48 accessing the property via Asherbrand Drive and 14 accessing from Wadsworth Road.

The analysis concluded that there would be a minimal increase in delay due to the proposed development. Further, all future levels of service remained the same as in the no build condition.

The analysis also concluded that a left turn lane was warranted for both northbound and southbound movements in the afternoon peak hour for both the no build and build conditions.

After review, I have no objection to the findings presented in the report. I would recommend that the applicant be required to review the anticipated traffic volume entering and exiting the property off of Wadsworth Road to determine if improvements to Wadsworth Road (left and/or right turn in lanes) would be required.

Applicant's
Conceptual
Development plans
and guidelines
received June 15,
2020

JUN 15 2020

PT: *[Signature]*

KMK Development, LLC

1125 Wadsworth Road Development PPN: 028-19D-14-005 and PPN: 02819D13163

Special Planning District No. 3 ("SPD-3")

Statement

KMK Development, LLC

260 Ryan Road, Seville Oh 44273

Phone: (330) 769-3161 Email: Brian Phillips bjphillips2005@gmail.com

Charter Number: 1730946

Attorney: Theodore J. Lesiak, Roderick Linton Belfance LLP

50 South Main Street, 10th Floor, Akron, Ohio 44308

Phone: (330) 434-3000 Email: tlesiak@ribllp.com

KMK Development, LLC ("KMK") was established in 2007 and is headquartered in Seville, Ohio. KMK is co-owned by four brothers and sisters who grew up in Medina and graduated from Medina High School. Kent Phillips and Merae Whitmyer still live in Medina County, and Brian Phillips is a lifelong resident of the City.

The development goal is to create a Special Planning District ("SPD") that would allow for the completion of Asherbrand Drive and utilize the natural advantages and challenges on the existing parcels of land. The ultimate goal is to combine the two parcels into a new SPD. The development will include a completed Asherbrand Drive, a new .38 acre single family lot on the west side of roadway, and a new secluded rental community on the combined 6.01 acres to the east of roadway continuing east to Wadsworth Road.

With the filing of this application, KMK desires conceptual approval for the new SPD. Upon receipt of conceptual approval, KMK will move forward with design and engineering work for a major subdivision and preliminary SPD approval which will include the building design and circulation plan.

- | | | |
|----|---|--|
| 1. | Present Use of Land | Vacant |
| 2. | Present Zoning District | R-1 |
| 3. | Proposed Use | Multi-Family Residential - Apartment Buildings
Conceptual Plan Attached |
| 4. | Proposed SPD Zoning District | |
| 5. | Requirements for Establishment of SPD 1114.04 | |

(c) A property located in a transition area where there is a need to provide for a greater mixture of uses than would be permitted in standard zones of this Ordinance.

(d) Lands which permit for ingenuity, imagination and design efforts on the part of builders, architects, site planners, and developers that can produce residential developments which are in keeping with overall land use intensity and open space objectives while departing from the strict application of use setback, height and minimum lot size requirements contained in this Ordinance.

6. Status of Uses 1114.06

Permitted Uses – Row houses, townhouses, duplexes, single family homes, apartment buildings

Accessory Uses – building and structures customarily incidental to any of the principal permitted uses on the same lot therewith.

7. General Development Guidelines 1114.07

A. 62 units on a 5.777-acre parcel (density is 10.73 units per acre)

B. Apartments to be comprised of up to 10 apartment buildings.

Plan will accommodate a combination of 12-20 units accessible from Wadsworth Road, and 40-48 units accessible from Asherbrand.

Buildings will be 1, 2, or 3 story units.

Each building will house 6-8 apartments.

Units will be 1- or 2-bedroom units.

C. Proposed parking = 2 per unit + 1 per 5 units for visitor parking.

D. Wood - framed construction -Open web floor joists -Engineered trusses.

E. Building facades to be determined in preliminary planning phase. All design elements will be equal to or superior to current design standards and elements found in adjoining properties.

F. Site Design Elements

20% net area of Common Open space. Common open space shall be permanent by restrictive covenant by deed to HOA or maintained by company with agreement to offer to the city if dissolved.

Full pedestrian access to public right of ways.

Landscaping will be designed to maximize vegetative buffer between zoning district changes.

Additional foundation and site landscaping per developer requirements.

Storm Water Quality and Quantity management system per Medina and OEPA.

G. Building and Parking setbacks:

Building: North Property Line= 10'min.

Building: South Property Line= 10' min.

Building: East Property Line= 40'min.

Building: West Property Line= 40' min.

Driveways off Asherbrand Drive and Wadsworth Road are planned to be 10' minimum from adjacent property lines.

H. Utilities Underground

7. Adjacent Properties in Medina City

Frank A. Fazio

PPN 028-19D-14-004 1105 Wadsworth Road, Medina, Ohio 44256

Brian Zufra

PPN 028-19D-14-124 900 Wadsworth Road, Medina, Ohio 44256

Valerie Saleme

PPN 028-19D-14-123 1116 Wadsworth Road, Medina, Ohio 44256

Michael and Beverly Thur

PPN 028-19D-14-122 1124 Wadsworth Road, Medina, Ohio 44256

Kyle & Melissa Kalessa

PPN 028-19D-14-014 and 028-19D-14-015 901 Wadsworth Road, Medina, Ohio 44256

Trudy and Robert Firestone

PPN 028-19D-13-161 1118 Asherbrand Drive, Medina, Ohio 44256

Rupert and Nancy Bittner

PPN 028-19D-13-155 472 Cambridge Drive, Medina, Ohio 44256

Christopher and Kiara Sheldon

PPN 028-19D-13-164 1117 Asherbrand Drive, Medina, Ohio 44256

Jeremy and Julie Teubner

PPN 028-19D-13-048 1116 Kempton Oval, Medina, Ohio 44256

May 21, 2019

Mr. Brian Phillips
KMK Development, LLC
260 Ryan Road
Seville, Ohio 44273

Mr. Phillips,

Below is a letter report for the preliminary traffic analysis of the Sturbridge Drive and Wadsworth Road intersection.

Euthenics was retained by KMK Development, LLC to conduct a traffic impact study for the proposed development at 1125 Wadsworth Road in Medina, Ohio. The purpose of this study is to estimate the potential impact the proposed development will have at the intersection of Wadsworth Road and Sturbridge Drive. At the study intersection, Wadsworth Road is two lanes and has a speed limit of 35 MPH. Wadsworth Road runs north and south and has free flowing conditions. Sturbridge Drive runs east and west with two lanes, a speed limit of 25 MPH, and is stop controlled at the intersection.

The proposed development would be divided by a stream without a crossing. One portion of the proposed development would have direct access to Wadsworth Road. The other portion would have direct access to Asherbrand Drive which would eventually distribute traffic to Sturbridge Drive. The following anticipated use and quantity of dwellings was provided by KMK Development, LLC. The proposed development will consist of 48 apartments that have access to Asherbrand Drive and 14 apartments that have access to Wadsworth Road.

Existing traffic counts were obtained from the NOACA Technical Memorandum - Signal Warrant Analysis - Wadsworth Road and Sturbridge Drive Dated September 2017. Volumes from this study showed a morning peak hour from 7AM to 8AM and an afternoon peak hour from 5PM to 6PM. Both of these times periods were analyzed for this study.

In order to analyze future traffic under build conditions, generated traffic from the proposed development was estimated. The Institute of Traffic Engineers (ITE) Trip Generation Manual 10th Edition was used to estimate the generated traffic in trips entering and exiting the facility at each access location. These volumes were then used to estimate the traffic growth per movement at the intersection of Wadsworth Road and Sturbridge Drive.

Estimated generated traffic volumes for the morning peak hour came to 23 trips for the access to Asherbrand Drive and 7 trips for the access to Wadsworth Road. The generated traffic volumes for the afternoon peak hour were slightly higher at 27 trips for the access to Asherbrand Road and 8 trips for the access to Wadsworth Road. See Table 1 and Table 2 for more detail on the trip generation data. Anticipated generated traffic volumes were distributed to the study intersection by movement based on the existing traffic distributions. See Tables 3-5 for traffic distribution by street.

OFFICERS

A. R. PIATAK, PE, PRESIDENT • E. R. PIATAK, PE, VICE PRESIDENT • D. T. BENDER, PE, SECRETARY • J. L. NEVILLE, PE, TREASURER

ASSOCIATES

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Mr. Brian Phillips

May 21, 2019

Page 2

The most recent version of Highway Capacity Software (HCS) was used to calculate the delay and level of service for the No-Build and Build condition at the study intersection. The following table shows a comparison of the delay and level of service (LOS) produced for each scenario. The lowest level of service acceptable is D.

Intersection Level of Service

	AM				PM			
	No Build		Build		No Build		Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Northbound	0.4	A	0.4	A	1.2	A	1.2	A
Southbound	0.3	A	0.3	A	0.9	A	0.9	A
Eastbound	20.3	C	21.0	C	31.5	D	32.7	D
Westbound	17.9	C	18.1	C	29.9	D	31.1	D

The results from the HCS analysis showed a minimal increase in delay due to the proposed development. All levels of service remained the same as the no build condition and were acceptable.

Analysis was performed for both left turn and right turn lanes for each leg of the intersection for both time periods. Results showed that a northbound left turn lane and southbound left turn lane are warranted for the afternoon peak hour for both the No Build and Build conditions. A copy of the turn lane warrant analyses have not been included with this letter report but can be obtained from Euthenics upon request.

This study showed that there was no significant degradation in intersection level of service. Additionally, the results of the turn lane analysis was the same for the no build and build conditions.

Tables 1 through 5 have been attached to this letter. Additionally, existing and estimated proposed traffic volumes are attached.

Sincerely,



Alan R. Piatak, P.E.

Proposed Trip Generation

Table 1. Weekday Morning Trip Generation Data

Anticipated Use	ITE Land Use		Rate per Dwelling Unit	% entering	% exiting	Trips Generated	Entering Trips	Exiting Trips
	Proposed Dwelling Units	Description						
Apartments (Access to Asherbrand Drive)	48	Multifamily Housing (Low-Rise)*	0.46	23	77	23	5	18
Apartments (Access to Wadsworth Road)	14	Multifamily Housing (Low-Rise)*	0.46	23	77	7	2	5
Total Units	62					30	7	23

Note: Used Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM
 *Low-Rise was assumed. Values were higher than Mid-Rise.

Table 2. Weekday Afternoon Trip Generation Data

Anticipated Use	ITE Land Use		Rate per Dwelling Unit	% entering	% exiting	Trips Generated	Entering Trips	Exiting Trips
	Proposed Dwelling Units	Description						
Apartments (Access to Asherbrand Drive)	48	Multifamily Housing (Low-Rise)*	0.56	63	37	27	17	10
Apartments (Access to Wadsworth Road)	14	Multifamily Housing (Low-Rise)*	0.56	63	37	8	5	3
Total Units	62					35	22	13

Note: Used Weekday Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM
 *Low-Rise was assumed. Values were higher than Mid-Rise.

Table 3. Traffic Distribution for Wadsworth Road

	Northbound	Southbound
Wadsworth Rd - Existing Traffic Distribution		
AM	460	267
PM	450	409
Estimated Traffic Distribution To/From Access Drive		
AM	3	1
PM	2	2

Table 4. Traffic Distribution for Asherbrand Drive

	Northbound	Southbound
Asherbrand Drive - Estimated Traffic Distribution *		
AM	-	-
PM	-	-
Estimated Traffic Distribution To/From Access Drive		
AM	11	2
PM	5	8

*Traffic distribution for Asherbrand Drive was assumed to be the same as Wadsworth Road.

Table 5. Traffic Distribution for Sturbridge Drive

	Eastbound	Westbound
Sturbridge Drive - Existing Traffic Distribution		
AM	123	68
PM	75	145
Estimated Traffic Distribution To/From Access Drive		
AM	7	1
PM	2	5

Sturbridge Drive Wadsworth Road
Traffic Volumes

Traffic Volumes from Noaca Technical Memorandum - Signal Warrant Analysis - Wadsworth Road and Sturbridge Drive Dated September 2017

Morning Peak Hour - Existing Traffic Counts

START TIME	Southbound			Westbound			Northbound			Eastbound			TOTALS				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT					
	6	219	20	0	12	33	31	0	15	425	20	0	20	67	36	0	904
TOTAL:																	

Additional traffic added to the intersection:

Southbound			Westbound			Northbound			Eastbound		
LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
0	1	0	0	1	0	0	3	0	1	4	2

Morning Peak Hour - Estimated Proposed Traffic Counts

START TIME	Southbound			Westbound			Northbound			Eastbound			TOTALS				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT					
	6	220	20	0	12	34	31	0	15	428	20	0	21	71	38	0	916
TOTAL:																	

Afternoon Peak Hour

5:00 PM to 6:00 PM

START TIME	Southbound			Westbound			Northbound			Eastbound			TOTALS				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT					
	31	381	59	2	12	45	19	0	41	387	22	0	16	43	16	1	1072
TOTAL:																	

Additional traffic added to the intersection:

Southbound			Westbound			Northbound			Eastbound		
LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
0	2	2	0	2	0	1	2	0	0	2	0

Afternoon Peak Hour - Estimated Proposed Traffic Counts

START TIME	Southbound			Westbound			Northbound			Eastbound			TOTALS				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT					
	31	383	61	0	12	47	19	0	42	389	22	0	16	45	16	0	1083
TOTAL:																	

PRELIMINARY

NOTE!!!
THIS DRAWING IS NOT
FOR CONSTRUCTION

REVISED
JUN 15 2020
BY: *[Signature]*

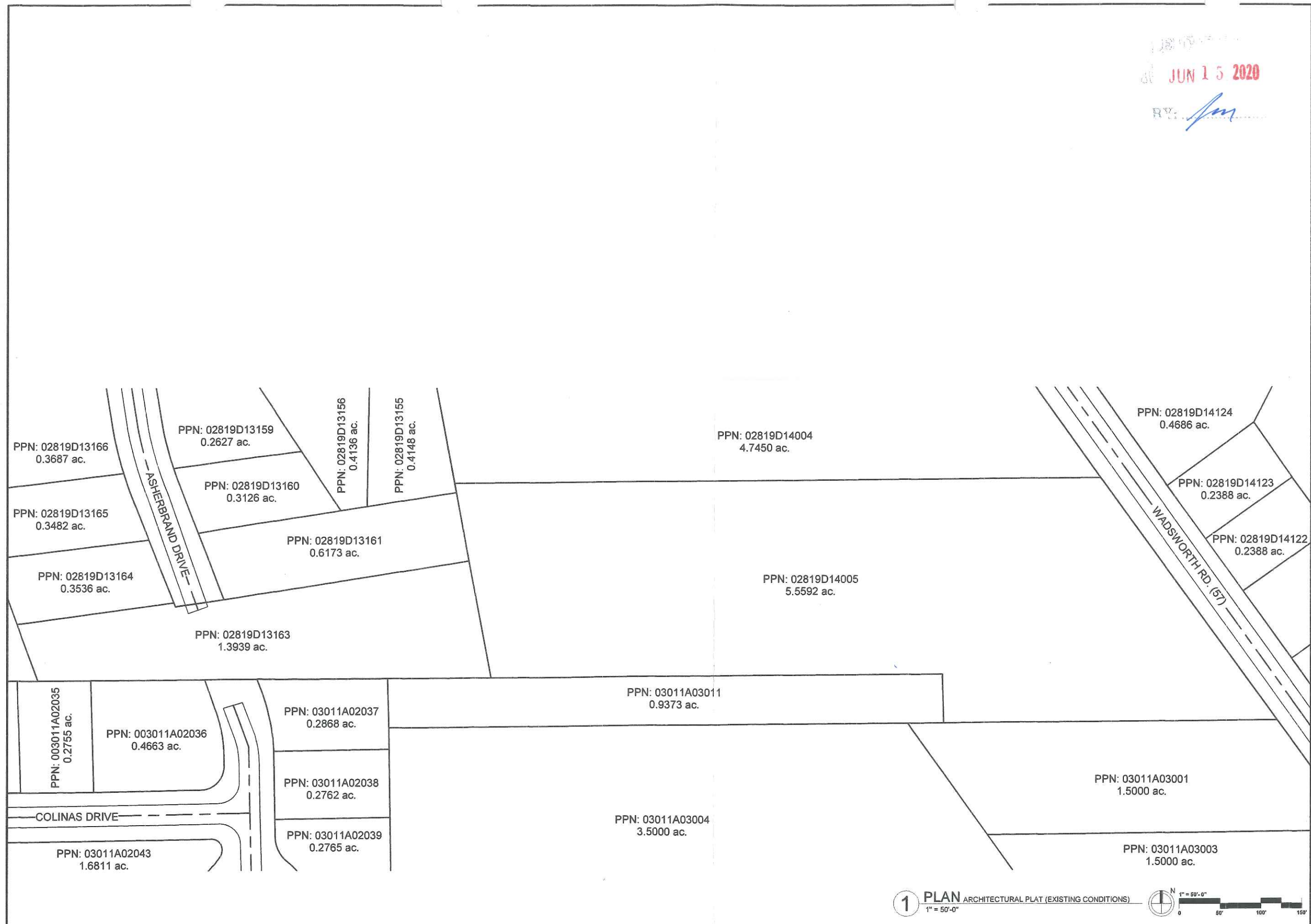
△ REVISIONS

NO.	DATE	DESCRIPTION

phone 330.666.5770
fax 330.666.8812

MPG
MANN - PARSONS - GRAY
ARCHITECTS

3660 Embassy Parkway
Fairlawn, OH 44333
mpg-architects.com



ARCHITECTURAL PLAT PLAN (EXISTING)

PROJECT #: 11217
DATE: APRIL 7, 2020

KMK APARTMENTS
WADSWORTH ROAD
MEDINA, OH 44256

1 PLAN ARCHITECTURAL PLAT (EXISTING CONDITIONS)
1" = 50'-0"

1" = 50'-0"
0 50' 100' 150'

GENERAL DEVELOPMENT GUIDELINES:

SITE CLASSIFICATION = R-1 LOW DENSITY URBAN RESIDENTIAL

- A. 62 UNITS ON 6.01 ACRE PARCEL (DENSITY IS 10.32 UNITS PER ACRE)
- B. APARTMENTS TO BE COMPRISED OF UP TO (10) APARTMENT BUILDINGS
 - PLAN WILL ACCOMMODATE A COMBINATION OF 12-20 UNITS ACCESSIBLE FROM WADSWORTH ROAD, AND 40-48 UNITS ACCESSIBLE FROM ASHERBRAND DRIVE.
 - BUILDINGS WILL BE 1, 2, OR 3 STORY UNITS
 - EACH BUILDING WILL HOUSE 6-8 INDIVIDUAL APARTMENTS
 - UNITS WILL BE 1 OR 2 BEDROOM UNITS
- C. PROPOSED PARKING = 2 SPACES PER UNIT + 1 SPACE PER 5 UNITS FOR VISITOR PARKING
- D. CONSTRUCTION IS TO BE WOOD FRAMED
 - OPEN WEB FLOOR JOISTS
 - PRE-ENGINEERED WOOD ROOF TRUSSES
- E. BUILDING FACADES TO BE DETERMINED IN PRELIMINARY PLANNING PHASE. ALL DESIGN ELEMENTS WILL BE EQUAL TO, OR SUPERIOR TO, CURRENT DESIGN STANDARDS AND ELEMENTS FOUND IN ADJACENT PROPERTIES.
- F. SITE DESIGN ELEMENTS:
 - 20% NET AREA OF OPEN SPACE
 - FULL PEDESTRIAN ACCESS TO PUBLIC RIGHT OF WAYS
 - LANDSCAPING WILL BE DESIGNED TO MAXIMIZE VEGETATIVE BUFFER BETWEEN ZONING DISTRICT CHANGES
 - STORM WATER QUALITY AND QUANTITY MANAGEMENT SYSTEM PER MEDINA AND OEPA.
 - BUILDING AND PARKING SETBACKS:
 - a. BUILDING: NORTH PROPERTY LINE = 10'-0" MIN.
 - b. BUILDING: SOUTH PROPERTY LINE = 10'-0" MIN.
 - c. BUILDING: EAST PROPERTY LINE = 40'-0" MIN.
 - d. BUILDING: WEST PROPERTY LINE = 40'-0" MIN.
 - e. DRIVEWAYS OFF ASHERBRAND AND WADSWORTH ROAD ARE PLANNED TO BE 10'-0" MIN. FROM ADJACENT PROPERTY LINES

PRELIMINARY

NOTE!!!
THIS DRAWING IS NOT FOR CONSTRUCTION

REVISIONS

phone 330.666.5770
fax 330.666.8812

MPG
ARCHITECTS
MANN - PARSONS - GRAY
3660 Embassy Parkway
Fairlawn, OH 44333
mpg-architects.com

PROPOSED LOT SPLIT / CONSOLIDATION

DATE: MAY 22, 2020

PROJECT #: 11217
KMK APARTMENTS
WADSWORTH ROAD
MEDINA, OH 44256

AS2
2 OF 2



1 PLAN CONCEPTUAL ARCHITECTURAL SITE
1" = 50'-0"



2007 City of Medina
Comprehensive Plan
Update – Future Land
Use Map (the entire City
generally and the subject
property and its
immediate vicinity
specifically).

Map 8 Future Land Use

11/13/2006

City of Medina, Ohio

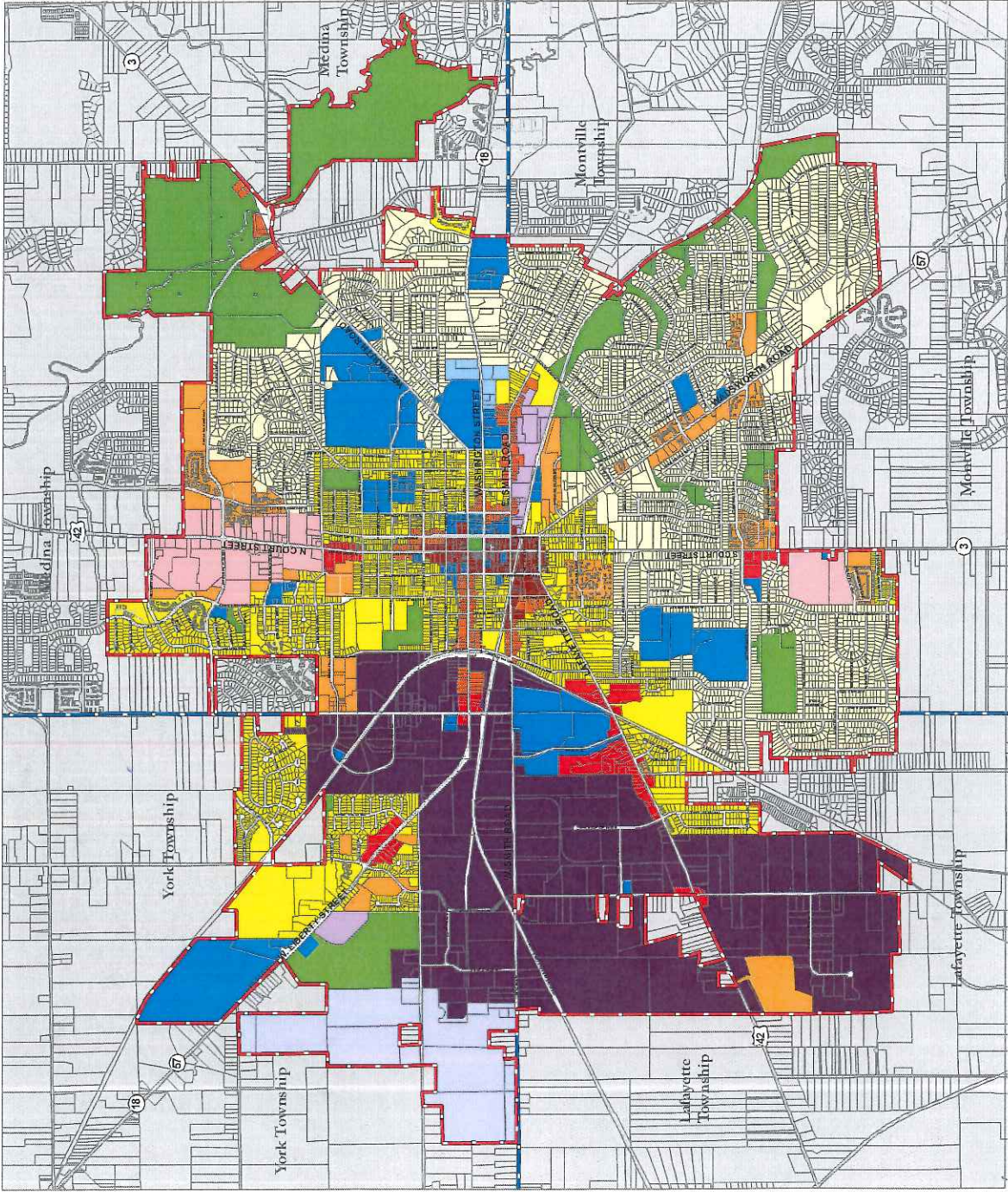
Future Land Use

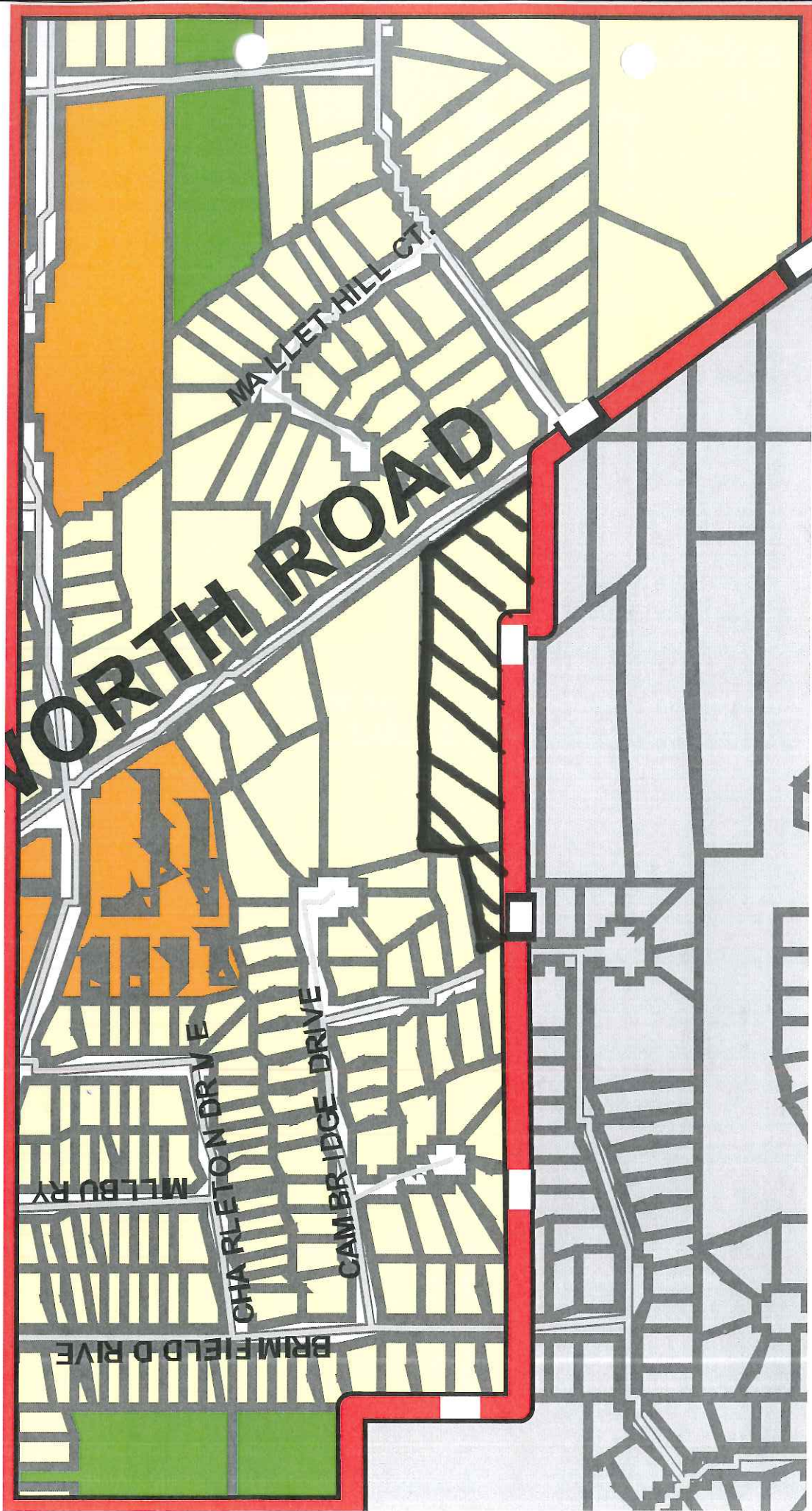
- Residential Low Density
- Residential Medium Density
- Residential High Density
- Mixed Use
- Central Business District
- Thoroughfare Commercial
- Planned Commercial
- Restricted Office
- Office/Technology
- Light Industrial
- General Industrial
- Public Facilities
- Conservation/Recreation
- Municipal Boundary
- Township Boundary
- Surrounding Area



0 1,250 2,500 Feet

Base Map Source: Medina County GIS 2005
Data Source: McKenna Associates, Incorporated, 2006.





MALLET HILL CT.

NORTH ROAD

CHA RLETON DRIVE

CAMBRIDGE DRIVE

MELBURY

BRIMFIELD DRIVE

Aerial photograph
with City of Medina
Zoning Districts
overlay

P20-08
1125 Wadsworth
Rezone
R-1 to SPD
July 9, 2020



1 inch = 200 feet

R-1

WADSWORTH RD

Subject Site

Montville Township

R-1

CAMBRIDGE DR

ASHERBRAND DR

ASHERBRAND DR

COLINAS DR

CHARLETON DR

KEMPTON OVAL

