



COMMUNITY DEVELOPMENT • 115 Executive Parkway, Suite 400 • Hudson, Ohio 44236 • (330) 342-1790

DATE: December 7, 2017

TO: City of Hudson Planning Commission for December 11, 2017 Meeting

FROM: Greg Hannan, City Planner

SUBJECT: Conditional Use and Site Plan for 1221 Barlow Road
Continuing Care Retirement Community

ZONING: District 8 – Industrial/Business Park

PC Case No: 2017-2196, 2234

The application was before the Planning Commission on November 13, 2017 for initial review and conducting of a public hearing. The application was tabled at that time at the request of the applicant. The applicant has submitted additional information in response to discussions at the November meeting. Staff offers the following addendum to the November 2017 Staff report and recommendation:

The following information is attached to this report. Please refer to the November 2017 Staff Report for the project review and recommendation

1. Trip Generation Report, prepared by IBI Group, Dated November 21, 2017
2. Wetland grading exhibits prepared by Hammontree and Associates, Limited.
3. Site Section Exhibits Prepared by Hammontree and Associates, Limited.
4. Planning Commission staff report from the November 13, 2017 meeting.

Use and Density Determination: As discussed in the November 2017 Staff Report, Staff and the Asst City Solicitor have reviewed the proposed use and have confirmed its compliance with the applicable definition of a Continuing Care Retirement Community (CCRC). A CCRC is permitted to provide independent living when incorporated with assisted living or institutional residential living. The proposed facility will provide a combination of independent living and assisted living.

Assisting living shall mean residents for the elderly (defined as 62 and older) that provide the following:

- Meals – full food service is provided and incorporated within the lease structure
- Personal Care – provided at the facility by the Home Health agency which leases space at the site. Additionally, all residents are provided an emergency transponder system that is monitored by the operator.

- Self-administered medication – provided at the facility by the Home Health agency which leases space at the site.
- Additional services may also be provided including recreation, financial, and transportation – the facility does provide these services to residents.

Density: Continuing Care Retirement Communities are regulated by the Land Development Code as Institutional Uses. As such, density standards are not applied to this use category. Additionally, Section 1205.11 District 8 permits CCRCs; however, there are no density standards within the District 8 regulations.

Traffic: The following items were discussed at the November meeting:

Trip generation report: The applicant has prepared and submitted a site specific trip generation report. The City Engineer finds the report acceptable but does request the document be signed by a State of Ohio Professional Engineer.

Sight Distance: The applicant has submitted a sight distance study which has been reviewed and accepted by the City Engineer.

Traffic analysis of future development: Planning Commission requested a traffic review of the potential build out of the full acreage. Staff has not received applicable information at this time. The applicant has indicated the intent to submit such prior to the meeting.

EMS Services: Staff has met with Fire/EMS Chief Jerry Varnes and Fire Marshal Shawn Kasson regarding the project. Chief Varnes indicated there is a long term trend showing increases in response calls citywide; however, he does not see any immediate concerns with the proposed application and has no objections to providing EMS services to the facility.

Access Easement and Agreement: Staff and the Law Department have reviewed extensively the ability to request extension of an access easement to the northern parcel line of the larger residual acreage. The Land Development Code does require accommodations for extensions of planned streets as part of a residential subdivision; however, such standards are not applicable to a site plan review within the District 8 subject property.

The applicant has provided the attached statement related to the general terms of the easement agreement to be established prior to the issuance of a zoning certificate and subject to the acceptance of the Asst City solicitor.

Demolition Plan: The applicant has clarified the intent to fully remove the 40,000 sq ft building located along the southern boundary of the proposed building. The remaining acreage adjacent to the proposed entrance drive and along Barlow Road contains numerous raised concrete slabs, exposed pits and basements, and two vacant buildings in significant disrepair. These areas should be incorporated into a larger demolition plan to stabilize the property.

Wetland impact: The applicant has proposed to fill 0.43 acres of wetland. The City of Hudson will accept the proposed disturbance subject to acceptance by the Army Corp of Engineers. A 100 foot wetland setback does apply; however, to any remaining wetlands on the property. The applicant has submitted expanded information related to the grading proposed within the 100 foot setback of the residual wetlands to the north of the development area.

The Planning Commission may modify wetland setback regulation upon finding all of the following, as applicable (Section 1207.18(b)(6)):

1. A parcel existing at the time of the effective date of this ordinance is made unbuildable or cannot be put to reasonable use without the modification;
2. The requested modification does not impair the flood control, soil erosion control, sediment control, water quality protection, or other functions of the wetland area, through the use of best management practices. This determination shall be based on technical and scientific data;
3. Practical alternatives to the proposed activity are not available;
4. No decrease in stormwater infiltration into the soil or wetland area will occur;
5. The modification will not increase the likelihood for flood or erosion damage to either the applicant's property or to other properties; and
6. Culverting of watercourses is avoided.

Staff notes the applicant has provided documentation regarding the applicable standards noting the various erosion control and stormwater management practices which will be implemented.

Cross Sections: The applicant has submitted three cross sections showing the scale of the project to surrounding development.

Sidewalk: The Planning Commission discussed the feasibility of incorporating a continuous sidewalk around the building. The applicant has stated this can be accommodated.



IBI GROUP
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November 21, 2017

Ms. Jennifer Schumacher, P. E., LEED-AP
Chief Design Manager
Hammontree & Associates
5233 Stoneham Road
North Canton, OH 44720

Re: Trip Generation Letter Report for Proposed Barlow Road Retirement Community, Barlow Road, Hudson, Ohio

Dear Ms. Schumacher:

IBI Group is pleased to provide the following calculations and analysis for the proposed Barlow Road Retirement Community to be located north of Barlow Road in the City of Hudson, Ohio. The proposed 130-dwelling unit development is aimed at a senior, 55-yrs old and up, market. Single occupancy is anticipated for these units. The development is proposed on an 11.55-acre site north of Barlow Road with one access point on Barlow Road approximately 2,450 feet west of Darrow Road.

The ITE Trip Generation Manual was consulted to determine the most appropriate land use type. There are several ITE Land Use codes which are similar to the type of land use proposed in the Barlow Road Retirement Community. **ITE Land Use Code 252 Senior Adult Housing-Attached** and **255 Continuing Care Retirement Community (CCRC)** are the two land use types which are the most similar to the proposed Barlow Road Retirement Community.

Land Use Code 252 Senior Adult Housing-Attached is a land use which provides attached independent living opportunities, including retirement housing, age-restricted housing and active adult communities. These developments may include limited social or recreational services; however, they generally lack centralized dining and on-site medical facilities. Residents generally live independently and may or may not be retired.

Land Use Code 255 Continuing Care Retirement Community (CCRC) is a land use which provides multiple elements of senior adult living, combining independent living with increased care options as needs change with time.

Various combinations of senior adult living, congregate care, assisted living and/or skilled nursing care may be present to allow seniors to live and stay in one community as their needs change. CCRC communities may also contain special services such as medical, dining, recreational and limited supporting retail facilities. CCRCs are often self-contained villages.

The table below shows the results of trip generation calculations for this development for both Land Use 252 and 255. **Rate** is *trips per unit*. The **unit** is *occupied Dwelling Unit*. 100% occupancy is assumed even though this type of facility frequently has vacant units. A **trip** is defined as the *one-way movement of a vehicle from the point of origin to the point of destination*. Both land uses are included in the table because the proposed Barlow Road Retirement Community has characteristics similar to each of them and together they provide some bookends on the trip generation results.

BARLOW ROAD RETIREMENT COMMUNITY - 130 Occupied Units

ITE Land Use	ITE Code	Average Daily Traffic Weekday				AM Peak Hour				PM Peak Hour			
		Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Senior Adult Housing-Attached	252	3.44	447	224	224	0.19	25	9	16	0.23	30	18	12
Continuing Care Retirement Community (CCRC)	255	2.50	325	163	163	0.15	20	12	7	0.20	26	10	16
Average of Both Above Land Uses			386	193	193		22	11	11		28	14	14

It is noted that **Senior Adult Housing-Attached** in line 1 generates at a slightly higher rate versus **CCRC** in line 2 in daily trips and trips during the peak hours of the adjacent roadway. Line 3 in the table is the average of lines 1 and 2 and is provided as a further reference point as to the amount of daily and peak hour traffic which can be expected from the 130-unit retirement center.

As shown in the above table, the proposed Barlow Road Retirement Community is expected to generate minimal (less than one vehicle every three minutes) peak hour inbound and outbound traffic at the proposed private road access point on Barlow Road. Based upon our previous experience analyzing Level of Service with trip generation results of this small magnitude, it is the opinion of IBI Group

that the impacts to existing traffic on Barlow Road from the proposed Barlow Road Retirement Community will be extremely negligible. The likelihood of turn lanes or other improvements being required on Barlow Road is also very small.

IBI Group is pleased to provide this data and opinion based upon the site plan and other information that has been furnished to us by Hammontree & Associates. The data and opinion include only the anticipated 130-dwelling unit Barlow Road Retirement Community and do not include any trip generation results from the remaining 24-acre portion of the property.

Respectfully,

James E. Brenneman, P. E.
Senior Project Manager

jim.brenneman@ibigroup.com
614-818-4900 ext. 2046



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JEFFREY A. RICE, C.P.S.S.

December 5, 2017

The City of Hudson
Mark Richardson, City Planner
115 Executive Parkway, Suite 400
Hudson, OH 44236

Re: Barlow Road Retirement Community
1275 Barlow Road
Hudson, OH 44236
Wetland Setback Modification Application

Mr. Richardson:


On behalf of our client, Cameron General Contractors, we hereby request a modification of the Wetland Setback per Section 1207.18(b)(6)(E)(ii)(b) due to the following issues:

1. Due to the existing parcel being adjacent to residential zoned lots and the 100-foot setback criteria, the existing topography with lots of grading needed to get an accessible building lot and the restrictions/ limits of the stream/ wetlands locations on this parcel, a significant portion of the parcel is unbuildable. The modification to the wetland setback is required to allow for emergency access to as much of the building footprint as possible while also providing as much natural undisturbed buffer to the wetlands on the north side of the proposed building.
2. The wetland areas to remain onsite surround the existing stream which contributes to the wetlands hydrology and the riparian setback from the stream will not be disturbed. Silt Fence will be placed between all wetlands and disturbed areas as a BMP (Best Management Practice) to protect all natural and undisturbed areas. The proposed grading of the site has minimal area sloping towards to the wetlands. In addition, 4' tall orange construction fencing will be placed along the buffer to protect against encroachment into the wetland.

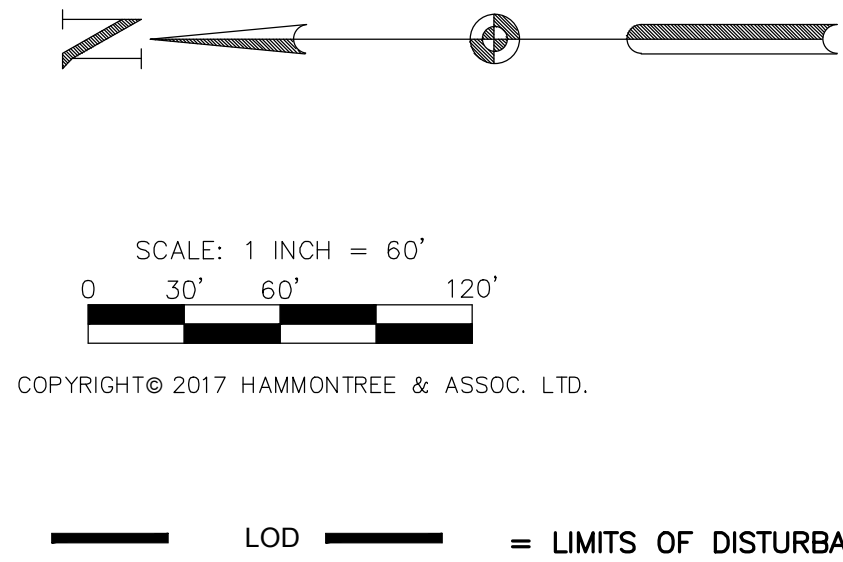
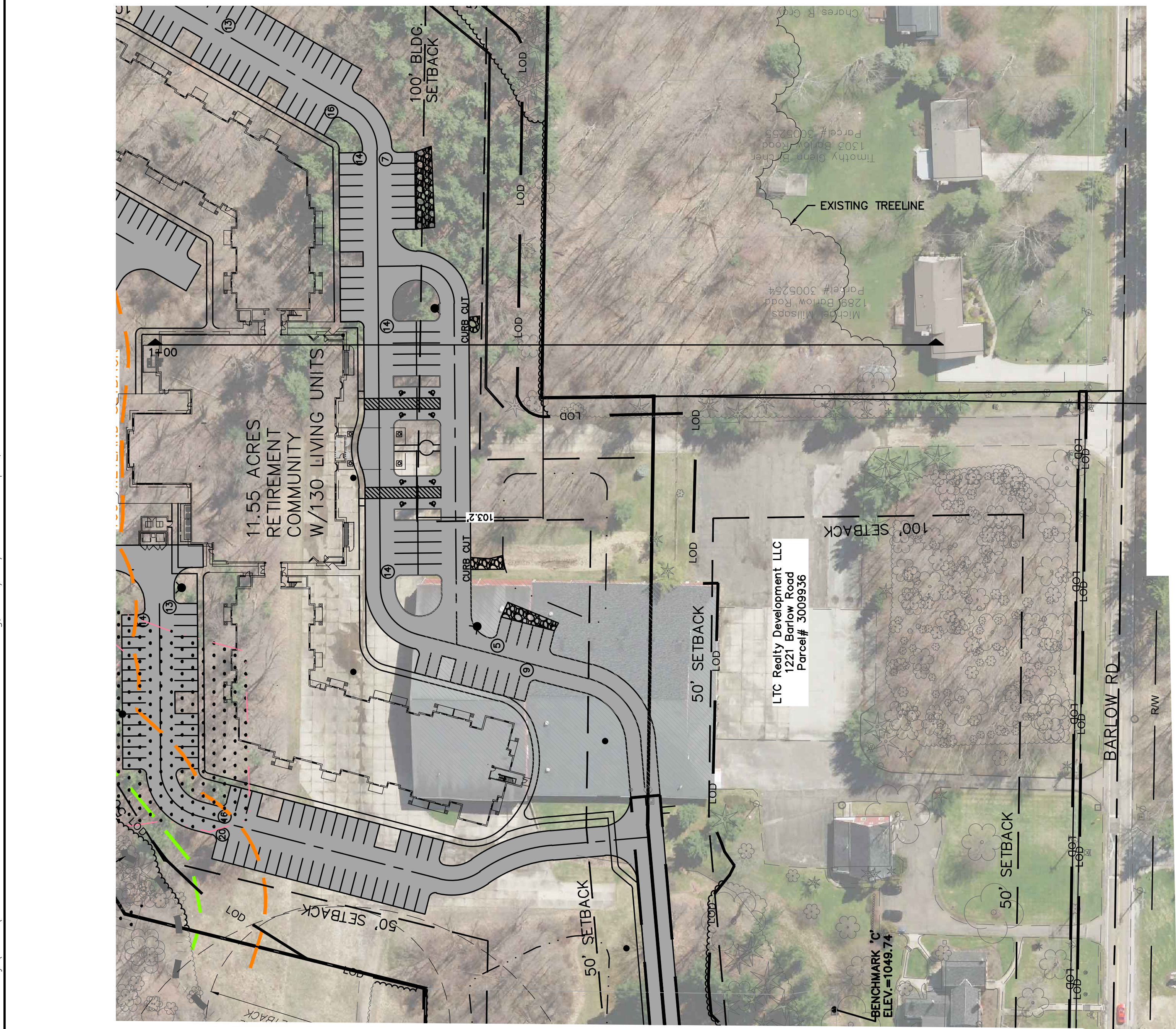
3. The proposed building was placed on the site in the best location considering its size and best balances setbacks from residential zoned property and wetlands. The proposed site layout provides for the required buffer yards and preservation of existing landscape to the residential neighboring uses as well as maintaining a natural undisturbed setback from the wetlands that is mostly 50 feet except for a small area behind the proposed wall on the east end of the site. Since the entire building needs to be one finished floor elevation, this created a large cut area on the east end of the site, the wall helps to preserve the most wetland setback. The grading behind this wall and construction of tie backs requires a 10 foot area and the encroachment into the 50 foot wetland buffer limits.
4. The modification to the wetland buffer will not decrease the storm water infiltration into the wetland. The hydrology of the wetlands to remain comes from the stream, which the stream and its riparian setback will not be altered. Any onsite area that flows to the wetlands will continue to flow towards the wetland. Silt fence will be used during construction to prevent soil erosion.
5. The wetland setback modification will not increase flood or erosion damage. The runoff from the site will be directed and controlled in the various storm water ponds provided onsite.
6. There is no plan for storm culverts within any wetland or stream areas.

Please contact me if you should have any other comments or questions.

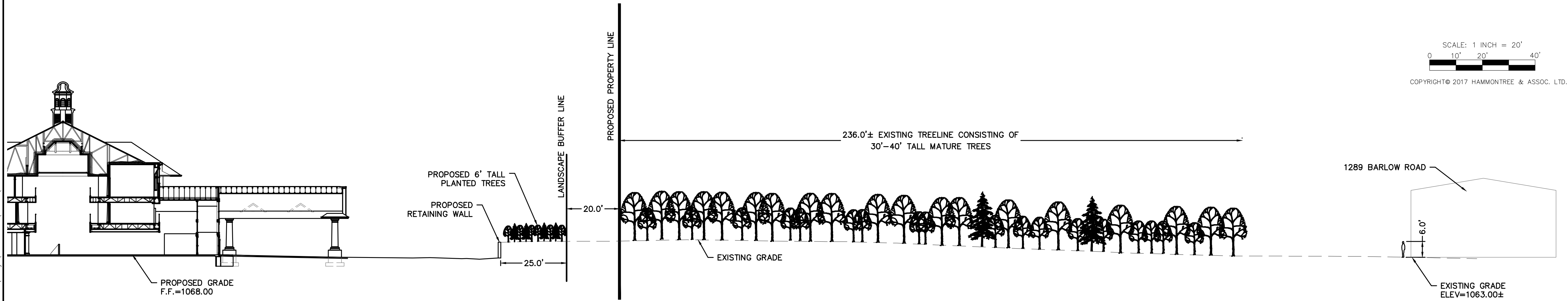
HAMMONTREE & ASSOCIATES, LIMITED




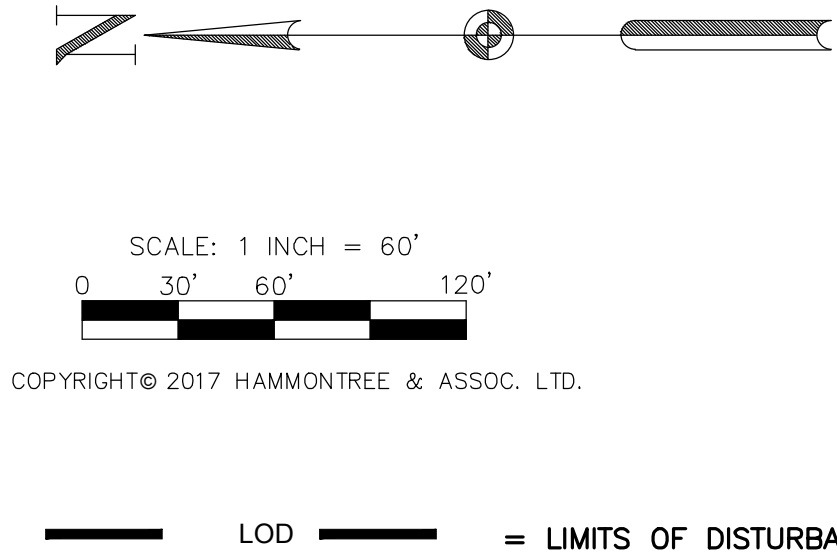
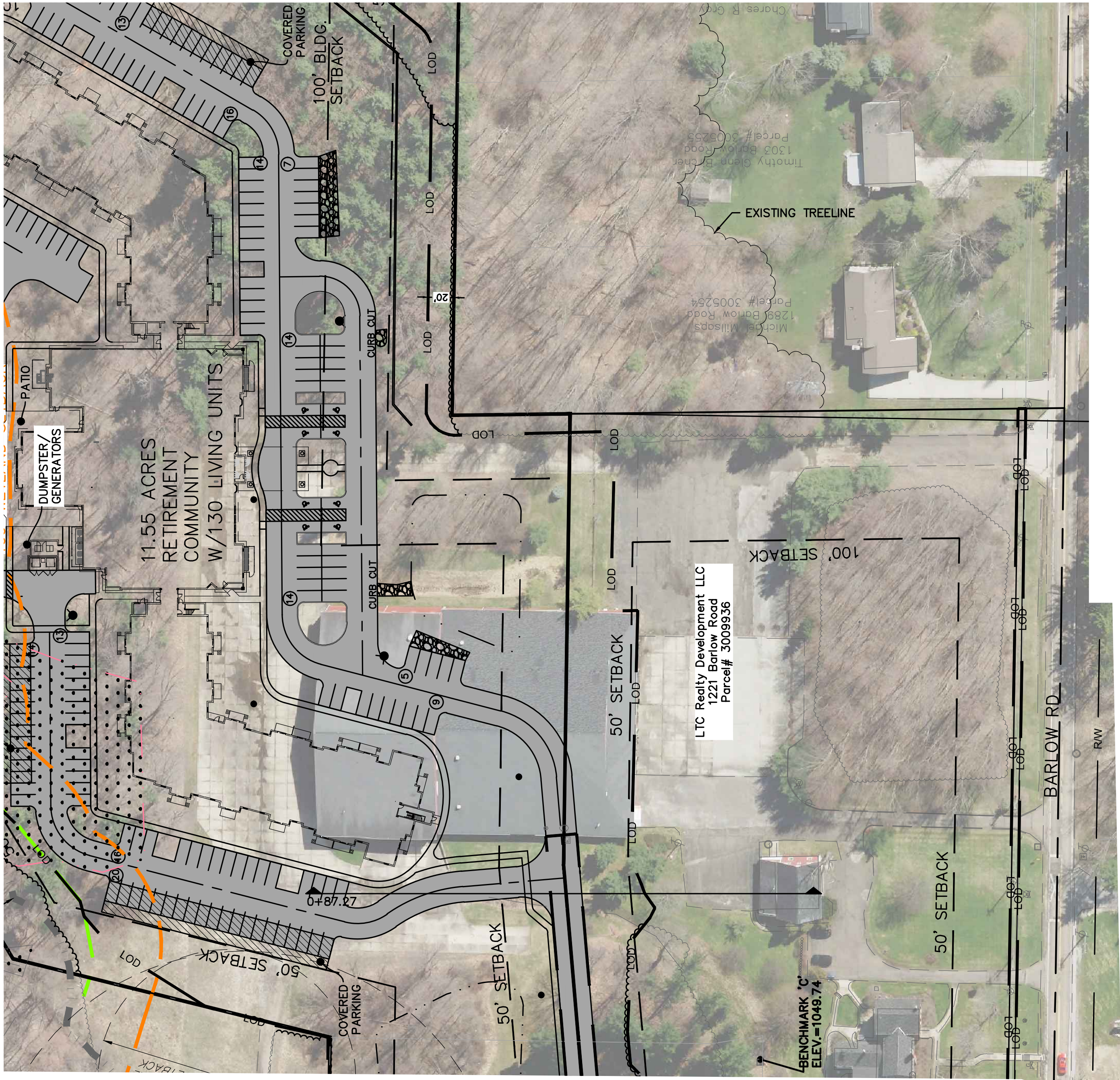
Jennifer Schumacher, P.E., LEED-AP



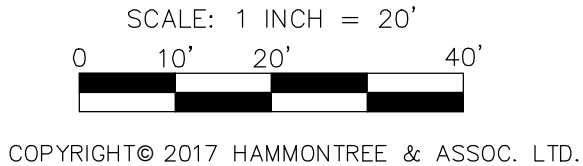
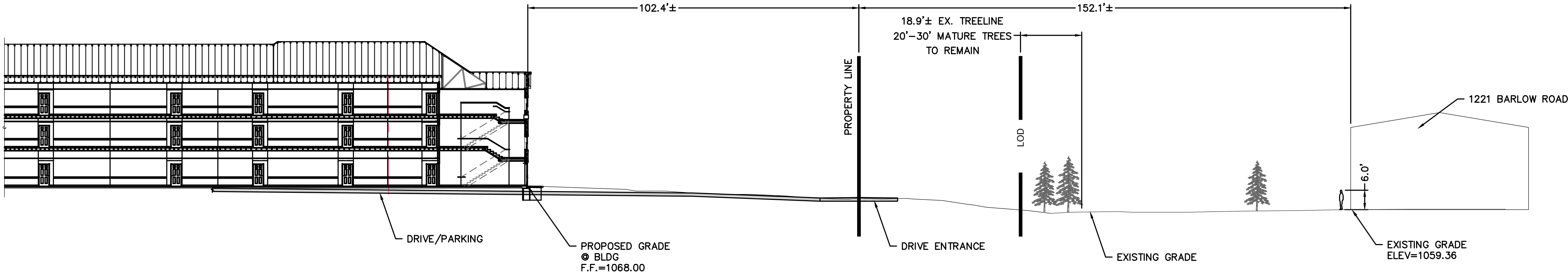
VIEW FROM BARLOW ROAD
(LOOKING NORTH)
NTS

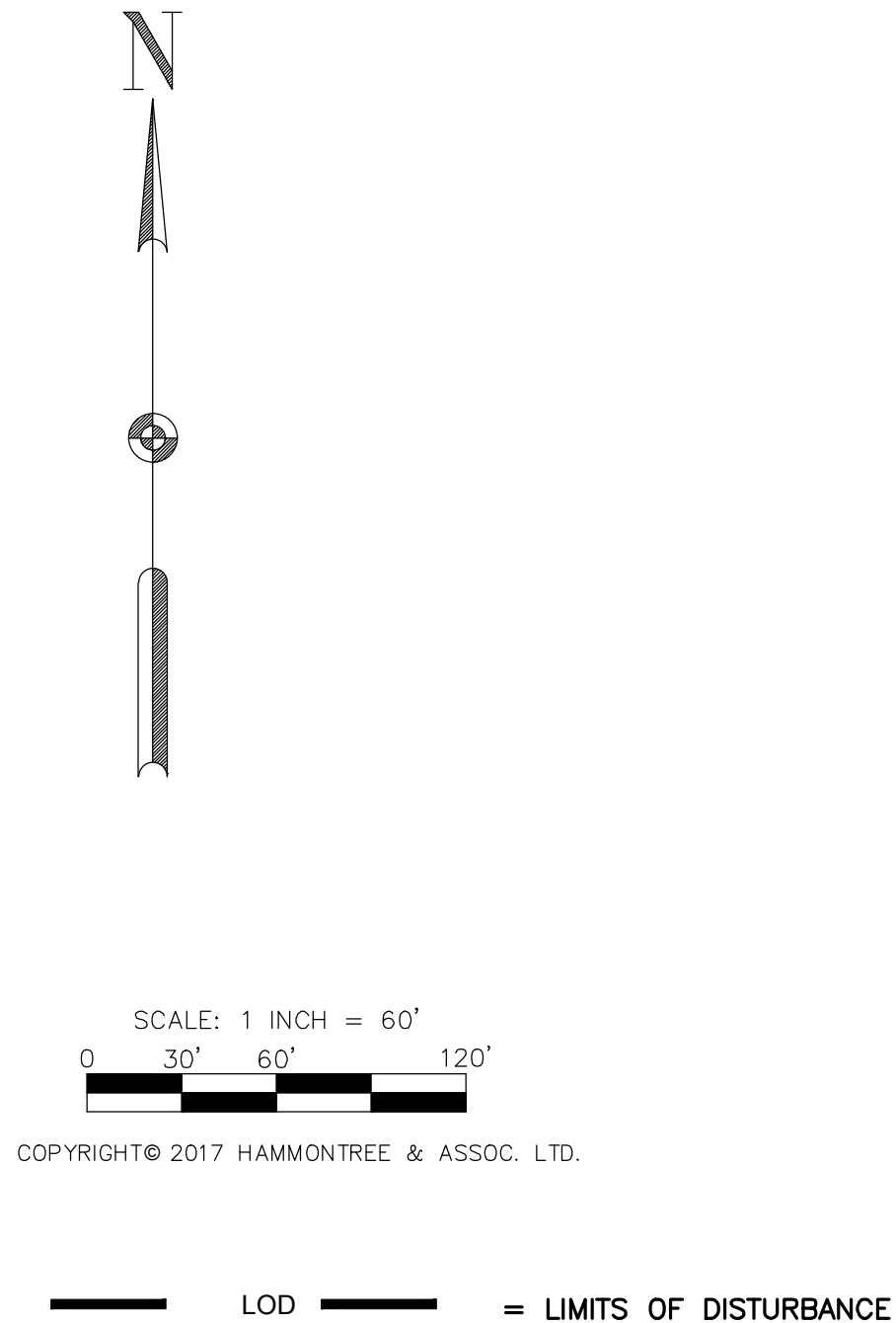
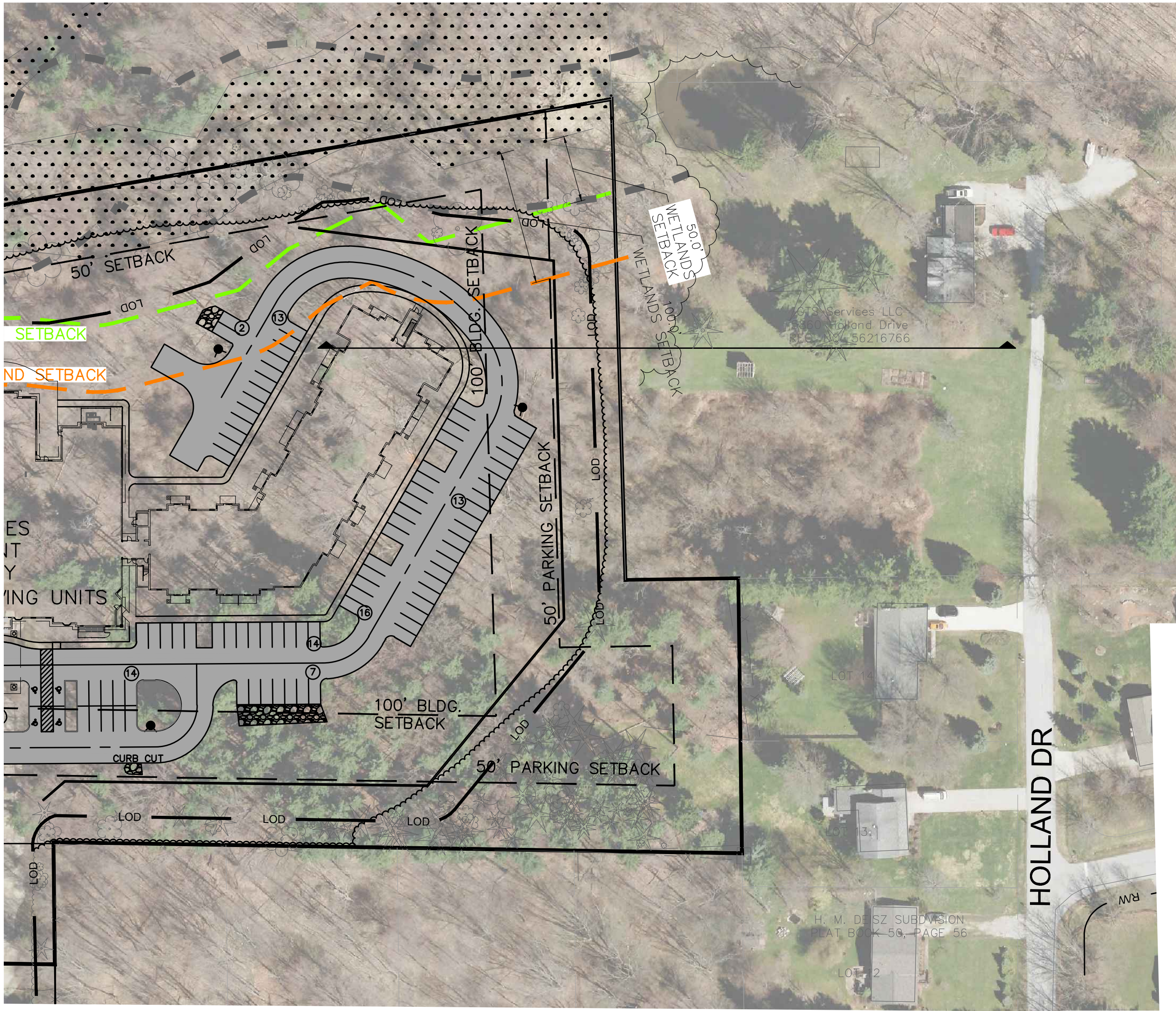
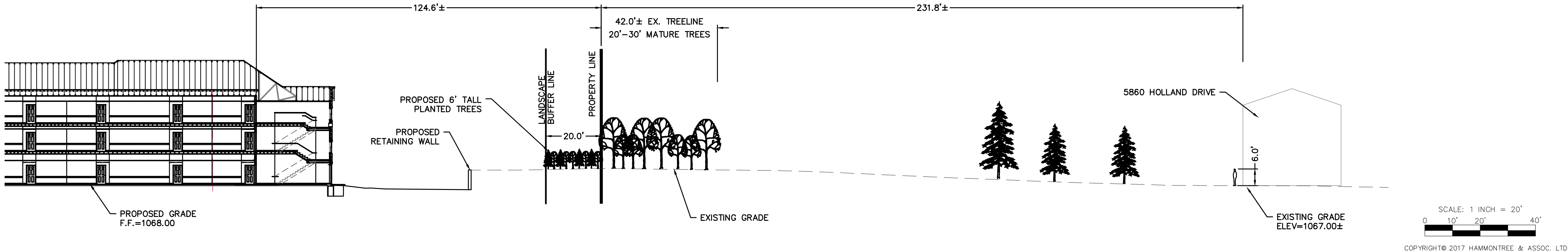


<div>SECTION EXHIBIT-1</div> <div>BARLOW ROAD RETIREMENT COMMUNITY</div> <div>FOR: CAMERON GENERAL CONTRACTORS</div> <div>LOCATED IN THE CITY OF HUDSON</div> <div>SUMMIT COUNTY, OHIO</div> <div>2</div>	DESIGN BY: <u>JDS</u>	REV. BY: _____	DESC.: _____
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VIEW FROM BARLOW ROAD
(LOOKING NORTH)
NTS







COMMUNITY DEVELOPMENT • 115 Executive Parkway, Suite 400 • Hudson, Ohio 44236 • (330) 342-1790

DATE: November 9, 2017

TO: City of Hudson Planning Commission for November 13, 2017 Meeting

FROM: Greg Hannan, City Planner

SUBJECT: Conditional Use for 1221 Barlow Road
Continuing Care Retirement Community

ZONING: District 8 – Industrial/Business Park

PC Case No: 2017-2196, 2017-2234

Project Introduction

Application has been received for the proposed Barlow Road Retirement Community at 1221 Barlow Road. The project includes a three story, 130 unit continuing care retirement community. The site improvements also include accessory covered parking buildings, walkways, and 108 parking spaces. A large warehouse building, previously operated by the Flood Company, is proposed for demolition.

North of the subject property is undeveloped land within District 3. To the east is residential development along Barlow Road and Holland Drive within District 3. South of the subject property is The Heritage of Hudson facility and residential development along Barlow Road. West of the property is the railroad tracks and Ellsworth Meadows Golf Course.

Submittal:

The following information is attached to this report.

1. Narrative Supplement provided by Kevin Detroy, dated October 25, 2017.
2. Site layout prepared on City of Hudson GIS.
3. Applicable pages of 2015 Comprehensive Plan.
4. Parking summary letter, submitted by Bob Lewis, Resort Lifestyle Communities, dated November 3, 2017.
5. Wetland Delineation, submitted by HzW Environmental, dated July 2013.
6. Wetland modification request submitted by Hammontree and Associates, Dated November 7, 2017.
7. Trip generation report for representative project, submitted October 24, 2017.
8. Comment letter from Thom Sheridan, City Engineer, dated November 7, 2017.
9. Comment letter from Shawn Kasson, Fire Marshal, dated October 27, 2014.
10. Site Improvement plans, prepared by Hammontree Engineering, received October 27, 2017.

Applicable Zoning District Standards, Section 1205.11

The proposed continuing care retirement community (CCRC) is permitted as a conditional use within District 8. Staff has reviewed the proposed use to confirm its compliance with the applicable definition of a CCRC. A CCRC is permitted to provide independent living when incorporated with assisted living or institutional residential living. The proposed facility will provide a combination of independent living and assisted living.

Assisting living shall mean residents for the elderly (defined as 62 and older) that provide the following:

- Meals – full meal service is provided as part of the lease
- Personal Care – provided at the facility by a Home Health Agency which leases space at the site.
- Self-administered medication – provided at the facility by a Home Health Agency which leases space at the site.
- Additional services may also be provided including recreation, financial, and transportation – the facility does provide these services to residents.

Staff finds the proposal is in compliance with the applicable definition of a CCRC in addition to the setback and dimensional standards of Section 1205.11.

Applicable Use Regulations, Section 1206

The use is subject to compliance with the general criteria and standards applicable to conditional uses per Section 1206.02(b). The applicant has provided an expanded statement regarding the nine criteria in the attached supplement. Staff provides the following commentary:

- (1) The use is consistent with the policies and intent of the corresponding plan district in which it is located, as set forth in the City of Hudson Comprehensive Plan (as amended from time to time).*

Below is a summary of pertinent objectives listed within the Comprehensive Plan (Plan). Chapter 5. Land Use:

- Pg 24: Land Use Plan: The subject parcel is noted as intended for commercial development. No proposed changes were recommended.
- Pg 34: Commercial and Employment Areas Framework Plan: The plan referenced the previously approved hotel and adjacent medical facilities and notes the commercial area should not extend beyond the areas zoned District 8.

Comment: The proposed CCRC provides for the reuse of the vacant industrial facility and is less intensive than other permitted industrial uses within District 8. The submitted proposal is in general compliance with the Comprehensive Plan.

- (2) The use is physically and operationally compatible with the surrounding neighborhood and surrounding existing uses. Conditions may be imposed on a proposed conditional use to ensure that potential significant adverse impacts on surrounding existing uses will*

be reduced to the maximum extent feasible, including, but not limited to, conditions or measures addressing:

- (A) Location on a site of activities that generate potential adverse impacts such as noise and glare;* The applicant should submit additional information related to the location of on-site dumpsters and deliveries to the property.
 - (B) Hours of operation and deliveries;* The facility will be operational 24 hours a day; however, site activity levels would be significantly reduced during evening and overnight hours.
 - (C) Location of loading and delivery zones;* The applicant should submit additional information related to the location and frequency of deliveries to the property.
 - (D) Light intensity and hours of full illumination;* A lighting plan will need to be submitted and reviewed for compliance with the applicable standards of Section 1207.14.
 - (E) Placement and illumination of outdoor vending machines;* Staff does not anticipate vending machines at the facility
 - (F) Loitering;* Staff does not anticipate loitering concerns for the development.
 - (G) Litter control;* Staff does not anticipate litter control concerns for the development.
 - (H) Placement of trash receptacles;* Staff does not anticipate litter control concerns for the development.
 - (I) On-site parking configuration and facilities;* Staff notes the parking fields will be located over 400 feet from Barlow Road.
 - (J) On-site circulation;* The proposed parking area separated into five parking fields located around the perimeter of the building. Fire Department has confirmed the proposed circulation pattern is acceptable for emergency response services.
 - (K) Privacy concerns of adjacent uses.* The Land Development Code requires installation of Bufferyard D between the proposed development and adjacent residential uses. Additional landscape comments are referenced below.
- (3) The use can generally be accommodated on the site consistent with any architectural and design standards set forth in the applicable district regulations of this Code, and in conformance with all dimensional, site development, grading/drainage, performance, and other standards for the district in which it will be located. The proposed development can generally be accommodated on the subject property consistent with the applicable design standards and district regulations except as separately discussed.*
- (4) To the maximum extent feasible, access points to the property are located as far as possible, in keeping with accepted engineering practice, from road intersections and adequate sight distances are maintained for motorists entering and leaving the property proposed for the use. A shared access drive has been proposed for use by the subject application and to facilitate access for future development of the property*
- (5) On-site and off-site traffic circulation patterns related to the use shall not adversely impact adjacent uses or result in hazardous conditions for pedestrians or vehicles in or adjacent to the site. The proposed shared drive is appropriately sited across from the Heritage of Hudson and separated from the residential properties to the east.*

- (6) *The use will be adequately served by public facilities and services. Public facilities and services that may be considered in light of this standard include, but are not limited to, water, sewer, electric, schools, streets, fire and police protection, storm drainage, public transit, and public parks/trails. See also Section 1207.11, Adequate Public Facilities.* Adequate utilities and public services are available to the subject property.
- (7) *The use provides adequate off-street parking on the same property as the use, in compliance with standards set forth in Section 1207.12 of this Code.* Adequate parking, per the requirements of the Land Development Code, have been proposed for the subject property.
- (8) *Unless addressed in the special conditions and standards set forth below, the use will be screened with fencing and/or landscaping in excess of what is required in Section 1207.04 of this Code, as appropriate, if the use may otherwise result in an adverse impact on adjacent property benefiting from such screening.*
The Land Development Code requires installation of Bufferyard D (25ft, Substantial) between the proposed development and adjacent residential uses. Staff recommends increasing to Bufferyard E (40 ft, Major) abutting the rear yard of the adjacent residential uses and that Bufferyard D be continued along the full boundary of the adjacent property at 1289 Barlow Road and along the frontage of the building. Additionally, the one acre wooded area along Barlow Road should be maintained until development of the frontage occurs.
- (9) *The residential use is proposed at a density consistent with that of the existing neighborhood density or is compatible by its use of architecture, orientation of structures and parking, and landscape buffer.* The proposed development is regulated as an institutional use.

Applicable Zoning Development and Site Plan Standards, Section 1207

Staff compared the proposal to zoning development and site plan standards. We comment on the following:

Stream Corridor Protection: A 50 ft riparian setback is applicable to the stream located to the north of the proposed development. The site design is in compliance as the limits of disturbance are located outside of the riparian corridor.

Wetlands: The existing site contains wetland areas at the building footprint and within the riparian corridor. The applicant has proposed to impact 0.43 acres of wetland at the western portion of the building. The proposed limits of disturbance would be established at a setback of 5 feet at its closest point with most areas maintaining at least a 20 foot setback. The LDC requires a 100 foot setback from the boundary of Category II and III wetlands to all buildings, accessory structures, and paved area.

Planning Commission may modify the wetland setback regulations upon finding the standards of Section 1207.18(b)(6)(E)(ii)(b) of the Land Development Code have been met. The applicant

has provided documentation regarding the applicable standards noting the various erosion control and stormwater management practices which will be implemented to protect the adjacent wetland areas. Staff notes the residual wetland areas are located within the riparian corridor which will not be impacted.

Landscaping/Buffering The submitted landscape plan can accommodate the following applicable standards:

1. Bufferyard D (25 ft) is applicable to the adjacent residential uses. Per the above conditional use discussion, Bufferyard E has been requested and can be accommodated at multiple locations.
2. Parking lots –The proposed landscape areas are in excess of the minimum required.
3. Perimeter – 10ft depth perimeter landscaping is required and has been proposed for parking lots within the front yard.

In addition the required bufferyard, additional site improvements are needed to clarify which paved areas are proposed for removal. A demolition plan should be submitted for the full acreage to address surrounding paved areas which may need removal and restoration.

Parking: Assisted Living/Convalescent Care Facilities are required to provide one space for each six beds plus one space for every two employees on the largest shift. The proposed 130 unit facility contains 108 parking spaces. Staff notes the applicant has submitted documentation demonstrating the proposed number will address the facility needs.

Exterior Lighting: A lighting plan including photometrics must be submitted and reviewed for compliance with applicable standards of Section 1207.14.

Engineering: City Engineer Thom Sheridan has completed a review and submitted a letter dated November 6, 2017. Mr. Sheridan's comments include discussion of the following:

1. Stormwater management: Mr. Sheridan notes that stormwater discharge will occur at the rail line culvert to the west of the development area. A complete design and stormwater calculations will need to be submitted.
2. Traffic Impact: A trip generation report for another site of the same scale has been submitted. Mr. Sheridan has requested a site specific trip generation report be submitted. Staff does note significant grade improvements to the adjacent rail crossing have been completed in the past year, improved sightlines along this corridor.

Design Subcommittee: Application for building design approval was submitted with the application for site plan approval. The design subcommittee is scheduled to meet on November 13, 2017 prior to the Planning Commission meeting.

Hudson Fire Department: Fire Marshal Shawn Kasson has completed a review and submitted a letter dated November 3, 2017. Mr Kasson is acceptable with the proposed site layout.

Findings, Required Action, and Recommendation

Staff has separated these items between the conditional use approval and the site plan approval.

Conditional Use Findings and Action:

Findings:

The staff finds that the application complies with the purposes and intent of the code, community plans, and the general conditional use criteria of Section 1206.02 except as discussed above and recommended below.

Required PC Action, Chapter 1203.02(d)

The Planning Commission is authorized, according to Section 1202.02, to hold public hearings, review, and take final action on proposed conditional use applications. The PC shall consider the development application, the staff report, and the evidence from the public hearing, and then take final action. The PC shall approve, approve with conditions, or deny the application based on its compliance with the appropriate review standards. All decisions of the Commission shall be based on findings of fact related to the relevant standards of the Code.

Conditional Use Recommendation

After the conclusion of the public hearing and the review of applicable testimony, the Planning Commission may act on the request. Subject to the testimony of the public hearing, staff recommends the following motion:

Approve the conditional use for Case 2017-2196 for The Barlow Road Retirement Community, a continuing care retirement community, to be located at 1221 Barlow Road according to the plans and information submitted on or about October 27, 2017 subject to the following conditions:

1. Applicant shall maintain compliance with the use definitions of a continuing care retirement community by providing both independent living as well as assisted living including residence for the elderly (defined as 62 and older) that provide meals, personal care, and self-administered medication at all times.
2. Incorporate Bufferyard E abutting the rear yard of the adjacent residential uses and continue Bufferyard D along the full boundary of the adjacent property at 1289 Barlow Road and along the frontage of the proposed building. Additionally, the one acre wooded area along Barlow Road should be preserved until development of the frontage occurs.

Site Plan Findings and Action:

Findings:

Staff finds that the application complies with the purposes and intent of the code and community plans, regulations that minimize land disturbance and protect environmental features, and other applicable development regulations as specified in Section 1204.04 except as discussed within the body of the report.

Required PC Action, Chapter 1203.09(g)(3)

The Planning Commission is authorized, according to Section 1202.02, to hold public hearings, review, and take final action on proposed site plan applications. The PC shall consider the development application, the staff report, and the evidence from the public hearing, and then take final action. The PC shall approve, approve with conditions, or deny the application based on its compliance with the appropriate review standards. All decisions of the Commission shall be based on findings of fact related to the relevant standards of the Code.

Site Plan Recommendation:

After the conclusion of the review, the Planning Commission may act on the request. Staff recommends the following motion:

Approve the site plan for Case 2017-2234 for The Barlow Road Retirement Community, a continuing care retirement community facility, to be located at 1213 Barlow Road according to the plans and information submitted with the following conditions:

1. The comments of City Engineer Thom Sheridan must be addressed per the November 6, 2017 correspondence.
2. Submit a demolition plan to for the full acreage to address surrounding paved areas which may need removal and restoration.
3. Incorporate Bufferyard E be incorporated abutting the rear yard of the adjacent residential uses and that Bufferyard D be continued along the full boundary of the adjacent property at 1289 Barlow Road and along the frontage of the building. Additionally, the one acre wooded area along Barlow Road should be maintained until development of the frontage occurs.
4. Establish a shared access drive easement for the benefit of the full site acreage including the ability for the drive to continue northward to allow for possible extension to adjacent acreage in the future.
5. Planning Commission accepts the recommendation of the Design Subcommittee for Development in Districts 6 and 8 and approves the project design.
6. The comments of Fire Inspector Shawn Kasson must be addressed per the November 7, 2017 correspondence.
7. The applicant shall install silt fencing and/or polypropylene fencing to mark and protect the approved clearing limits, which shall be maintained by the applicant.
8. Satisfaction of the above conditions prior to scheduling of a preconstruction meeting with City Officials and no clearing or construction of any kind shall commence prior to the issuance of a Zoning Certificate.

**City of Hudson, Ohio
Conditional Use Application
1221 Barlow Road**

ATTACHMENT

1. Introduction

Cameron General Contractors, Inc. requests conditional use approval for a *Continuing Care Retirement Community (CCRC)* to be located at 1221 Barlow Road.

2. Related Applications

Related to this conditional use application, applications for site plan approval and for preliminary subdivision approval are being submitted. The Applicant requests that all three applications be considered together during the same public hearing before the Planning Commission.

3. Description of Use

The proposed retirement community will include 130 attached dwelling units to serve residents age 55 and older. The community will accommodate fully independent residents as well as residents requiring assistance with daily activities. The community will feature common facilities for dining, recreation, and entertainment.

A. Design and Construction

Unlike conventional multi-family housing, the project will be designed and constructed as a true retirement community with aging residents in mind. Roughly 40% of the community's 180,000 square feet will be dedicated to common areas for use by the residents. Elevators and wide hallways will ensure resident mobility, while lower shelving heights in the dwelling units and generous placement of grab bars in the bathrooms will help to prevent accidents. All exterior entry points will have step-less access and will be keycard protected, and onsite management will be available at all times.

B. Onsite Personal Care Services

For those residents who require assistance with daily activities, personal care services will be available onsite. A third party home health agency will lease space in the community and will be dedicated to serving the non-medical needs of residents. The primary services offered to residents by home health agency staff will include, but will not be limited to, assistance with the following:

- bathing
- grooming
- dressing
- toileting
- eating
- mobility
- prescription supervision
- nutrition and diet
- financial management

Home health agency staff will be certified by the State of Ohio as State Tested Nurse Assistants (STNA).

C. Other Community Services

In addition to the personal care services available to residents through the home health agency, the community will provide area transportation, meal service, activity programming, housecleaning, and laundry services.

4. General Conditions of Use

The proposed retirement community will meet all general conditions of use set forth Section 1206.02 of the Land Development Code, as discussed below.

A. Consistency with the Plan District

A *Continuing Care Retirement Community* is recognized as a conditionally permitted use in Zoning District 8. As a CCRC, the proposed community is therefore consistent with the Plan District.

B. Compatibility with Surrounding Uses

The proposed community will be compatible with existing and proposed surrounding uses, which include single detached residences to the east and a future memory care facility to the west. The proposed community will feature residential-style architecture to maintain visual consistency with the neighboring homes, and will ensure adequate buffering along sensitive boundaries. Further, the proposed community will serve to protect the surrounding uses from the development of other, less desirable projects which may be permitted on the subject property. Of course, we will be receptive to additional conditions proposed by the Planning Commission and nearby

property owners that would further enhance the compatibility of the community with the surrounding properties.

C. Site and Design Standards

The proposed community will comply with all site and design standards required in Zoning District 8.

D. Access

The community will be set back from Barlow Road with access provided via a short road and cul-de-sac. All traffic engineering requirements will be met in the design and construction of the road.

E. Traffic

The community is not anticipated to negatively impact local traffic.

F. Public Services and Facilities

The community is not anticipated to place substantial additional strains on public services or facilities.

G. Off-Street Parking

The community will provide adequate parking in compliance with the Land Development Code.

H. Screening

As noted above, the community will ensure that buffering is adequate along sensitive boundaries to limit any adverse impacts on adjacent properties.

H. Density

The density of the proposed community will exceed that of the nearby residences. However, as discussed above, landscaping buffers and architecture will be utilized to protect surrounding residences and to promote compatibility with the area generally.

5. Special Use Conditions

The proposed community will also satisfy, where applicable, all special use conditions associated with a CCRC, as discussed below.

A. Certification and Licensing

All certification and licensing requirements will be satisfied. Specifically, the operator of the community will carry the necessary certifications to operate a commercial kitchen. Moreover, all home health agency staff providing personal care assistance to residents will be State Tested Nurse Aides certified by the State of Ohio. Finally, in the event that the home health agency coordinates with a third party provider to provide medical services to residents on-site (e.g., health screenings, post-operation care, physical rehabilitation, etc.), such providers will be licensed by the State of Ohio to provide medical services.

B. Parking and Access

All vehicle turning areas will be designed and constructed to prevent traffic interference, parking lots will be located fifty feet or more from residential properties, and designated pick up and drop off locations will be provided.

C. Emergency Access

Access for emergency vehicles will be provided in conformance with the Land Development Code.

Kevin M. Detroy
(513) 977-8424 (direct) ^ (513) 977-8141 (fax)
kevin.detroy@dinsmore.com

October 25, 2017

Via: Email

Mark Richardson
Community Development Director
mrichardson@hudson.oh.us

Gregory P. Hannan
City Planner
ghannan@hudson.oh.us

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mvazzana@hudson.oh.us

City of Hudson, Ohio
115 Executive Parkway
Suite 400
Hudson, OH 44236

RE: *Continuing Care Retirement Community Analysis,
Cameron General Contractors / Resort Lifestyle Communities
1221 Barlow Road*

Dear Mark, Greg, and Matthew:

This correspondence responds to your request for a legal analysis explaining how Cameron General Contractors' ("Cameron") and Resort Lifestyle Communities' ("RLC")¹ proposed retirement community at 1221 Barlow Road will qualify as a *continuing care retirement community* ("CCRC") under Section 1213.02(a)(74) of Hudson's Land Development Code (the "LDC").

¹ Cameron is the developer of the proposed community. After completion of the project, RLC, Cameron's affiliate entity, will operate the community.

1. CCRC Analysis

As described in our Conditional Use Application and depicted on the site plan attached to our Site Plan Application, Cameron proposes to construct a retirement community (the "Community") for residents age 55 and older at 1221 Barlow Road. The Community will include approximately 130 attached dwelling units, along with communal dining, recreation, entertainment, and leisure facilities. While many of the Community's residents will be self-sufficient, other residents will require varying levels of assistance with essential daily tasks. To serve those residents who require assistance, a third-party home health agency (the "HHA") will lease space in the Community and offer personal care services by trained and certified staff. The services that will be made available to residents by the HHA will primarily include assistance with the following activities:

1. bathing;
2. toileting;
3. dressing;
4. grooming;
5. eating;
6. diet planning;
7. mobility; and
8. prescription supervision.

Other non-medical services may be offered by HHA staff in areas such as fitness, financial planning, and individual transportation.

In addition to the foregoing services, a variety of services and amenities will be provided to residents directly by RLC, including:

1. full meal service;
2. group transportation; and
3. activities programs.

For residents requiring medical services, the HHA will, upon request, recommend appropriate providers from the HHA's established referral networks. Some medical services, such as routine health screenings, post-operation (wound) care, and physical rehabilitation, among others, can be performed on-site by third party providers;

however, the majority of medical services will likely be obtained outside of the Community. Residents will always have the freedom to choose their own medical services providers.

For a use to qualify as a *CCRC* under Section 1213.02(a)(74) of the LDC, it must: (a) accommodate *independent living* and either *assisted living* or *institutional residential uses*; (b) restrict residents to those age 55 and older; (c) include onsite recreational and common dining facilities; and (d) offer primarily non-medical services to residents requiring assistance with activities essential to daily living.

The Community will satisfy the *CCRC* criteria. It will: (a) be restricted to residents age 55 and older; (b) include communal recreation and dining facilities; and (c) offer primarily non-medical services to assist residents with essential activities of daily living, along with other services.

Furthermore, the Community will accommodate residents in need of *assisted living*. *Assisted living* is defined in LDC § 213.02(a)(27) of the LDC as “residences for the elderly that provide rooms, meals, personal care, and supervision of self-administered medication.” As explained above, residents will be offered—either by RLC or through the HHA—a wide range of services and amenities, including those services specified in the LDC definition of *assisted living*: rooms, meals, personal care, and supervision of self-administered medication. Because the Community will serve a mix of *independent* and *assisted living* residents and satisfy the other requirements of LDC § 1213.02(a)(74), it will qualify as a *CCRC*.

2. Other Considerations

In connection with the foregoing analysis, you have asked us to respond to several issues related to the proposed *CCRC*.

(a) Licensing

The licensing requirements for RLC and the HHA are discussed separately below.

(i) RLC Licensing.

RLC will not apply for an RCF license to operate the Community. The Community will not qualify as a Residential Care Facility (RCF) under applicable Ohio law, and, consequently, RLC will not be required to obtain an RCF license.²

The only licenses RLC will be required to obtain in connection with the proposed community will be a State of Ohio business license and a food service permit allowing RLC to operate a commercial kitchen.

(ii) The HHA Licensing.

The HHA will be required to maintain a State of Ohio business license. Additionally, all HHA staff members who provide personal care services to residents will be State Tested Nurse Aides (STNAs) certified by the State of Ohio. Finally, any third party who provides medical services to residents on-site at the direction of or request by the HHA will hold appropriate State of Ohio medical licenses.

(b) Regulation of Ohio Communities

Cameron has obtained approval for two communities in Ohio: Stone Oak Retirement Community and Deerfield Springs Retirement Community. Each of the communities is discussed separately below.

(i) Stone Oak.

Stone Oak is located in Hilliard, Ohio and has been in operation since November 2014. Stone Oak received zoning approval from Hilliard as a modification to an existing Planned Unit Development ("PUD"). As part of the modification, Hilliard approved the addition of a new permitted use to the PUD Regulations for Senior Independent Living Communities. While the definition of the new permitted use states that the development "may provide supportive services such as meals, housekeeping, social activities and transportation[.]" there is no requirement that the development qualify or be licensed as an RCF.

(ii) Deerfield Springs.

Deerfield Springs will be located in Deerfield Township, which is situated just north of Cincinnati in Warren County. Deerfield Springs was approved by Deerfield

² Nothing herein shall operate, or be construed as operating, as a waiver by Cameron or RLC of their respective rights to challenge any claim or assertion that the Community is an RCF or that Cameron and/or RCF is/are obligated under applicable Ohio law to obtain an RCF license to construct and/or operate the Community.

Township in August 16, 2016, with construction to be completed in the near future. As with Stone Oak, Deerfield Springs received zoning approval as a modification to a pre-existing PUD. Unlike Stone Oak, however, Deerfield Township determined that Deerfield Springs was consistent with the permitted uses previously adopted for the underlying property. Deerfield Township views the Deerfield Springs use as an "age restricted independent living facility." There are no conditions in the zoning approval for Deerfield Springs regarding RCF licensure or the provision of personal care services to residents.

(c) Description of Services

Those personal care services traditionally associated with *assisted living* will be provided by the HHA and will include assistance with the following:

1. bathing;
2. toileting;
3. dressing;
4. grooming;
5. eating;
6. diet planning;
7. mobility; and
8. prescription supervision.

Depending on the individual needs of specific residents, the HHA may also provide assistance with transportation, financial counseling, and coordination of medical services by third party providers on- or off-site.

RLC will operate the Community and lease the dwelling units to residents. RLC will provide residents with other services; notably, RLC will prepare and serve all meals, provide housekeeping and laundry services, plan resident activities, and coordinate group transportation.

(d) Staff-to-Resident Ratio

RLC will employ numerous staff members to serve a variety of functions, including kitchen personnel, administration and management, cleaning, among others. At full occupancy, the Community will employ roughly one staff member for every five residents.

The ratio of HHA staff to residents will vary based upon resident needs.

(e) Building Design

Unlike conventional multi-family housing, the Community will be designed and constructed to serve aging residents. The following lists a few of the senior-specific design details of the Community:

1. as much as 40% of the Community will be common area;
2. elevators and wide hallways facilitate mobility aids;
3. lower shelving heights in units;
4. grab bars in the bathrooms;
5. step-less access to accommodate those with walkers and wheelchairs;
6. keycard entries; and
7. on-site management.

To summarize, the Community will satisfy all requirements of a *CCRC*, as defined in the LDC. The Community's resort lifestyle and amenities along with the long list of personal care services offered by the HHA will allow the Community to serve residents with a wide range of needs, from fully independent residents to residents requiring daily assistance with essential activities. This ability to provide for the changing needs of aging residents—that is, to allow residents to age in place—is the essence of a *CCRC*.

Should you have questions or comments regarding this correspondence, please do not hesitate to contact me.

Best regards,

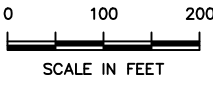
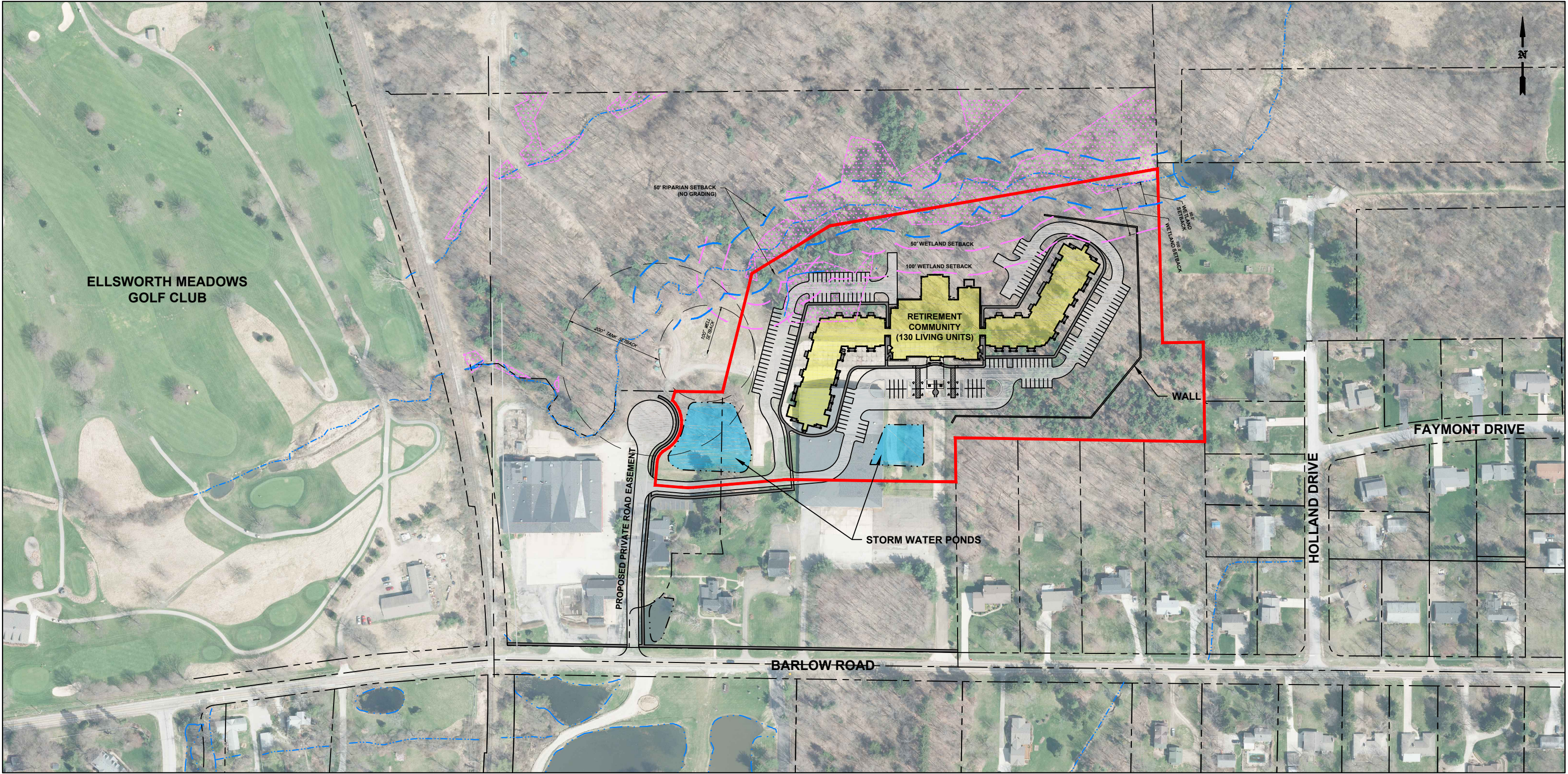


Kevin M. Detroy

*Attorney for Cameron General Contractors
and Resort Lifestyle Communities*

Cc: Bob Lewis, Cameron General Contractors

Charlie Baverman, Dinsmore and Shohl LLP



115 Executive Parkway, Suite 400
Hudson, Ohio 44236
(330) 342-1770

**BARLOW ROAD
RETIREMENT COMMUNITY**

SITE PLAN

Drawn: AM	Checked: GH	Date: 11/06/2017
Scale: 1"=200'		Drawing No: Figure 1

LAND USE & DEVELOPMENT PLAN

Land use and development patterns have significant implications on the appearance, character, form, and function of the community. Over the past decades, Hudson's built environment has been meticulously managed and the community's attractive and historic physical character is its most defining feature.

The Land Use and Development Plan identifies desired future land uses for all areas within the City of Hudson and provides a framework to guide future planning and land use policy decisions. At its core, it represents a continuation of, and not a departure from, Hudson's past planning efforts in 1995 and 2004. However, these efforts have been updated and adapted in this Plan to accommodate changing market and demographic trends and the evolving views of the community.

The Land Use & Development Plan is composed of three main parts:

- The **Land Use Plan**, detailing community-wide land use;
- The **Residential Areas Framework Plan**, detailing policies and recommendations for residential areas, character areas, housing types and tenures, and the existing Growth Management Allocation System;
- The **Commercial & Employment Areas Framework Plan**, detailing policies and recommendations for the City's major commercial and employment areas, including Downtown Hudson, commercial corridors, office areas, business parks, and industrial areas.

GOAL 2 RECOMMENDATIONS

Support a healthy balance of land uses that can continue to make Hudson an attractive place to live and work, and carefully manage new growth and investment to ensure preservation of the community's historic character and small-town charm.

- Support the creation and maintenance of stable residential neighborhoods, ranging from medium or large lot single family homes to small lot single family detached homes, duplexes, town-homes, condominiums, and apartments.
- Enhance Downtown Hudson as the physical, civic, cultural, and social heart of the community and an exciting mixed-use environment.

- Concentrate commercial corridor uses at key nodes along Route 303 and 91.
- Support the creation and maintenance of offices, industrial areas, and business parks of varying sizes that can accommodate a diverse array of industries, support well-paying jobs, and generate new tax revenue.
- Support the creation and maintenance of an integrated network of parks and open spaces that preserve Hudson's rural heritage, protect the natural environment and health of the community, and allow for recreational opportunities.
- Prioritize development in areas of Hudson that are already served by infrastructure and services before investing in less developed areas.

- Discourage the premature or unnecessary conversion of farmland or rural residential areas.
- Support the mission of the Western Reserve Land Conservancy and the usage of conservation easements to prevent development of environmentally sensitive and rural areas.
- Direct new residential and non-residential development to areas planned for such uses within the Land Use Plan, so that future land use patterns maximize the use and efficiency of public services, existing and planned infrastructure, and protect and reinforce existing land uses.
- Continue to ensure new development reflects the scale of existing development within Hudson.

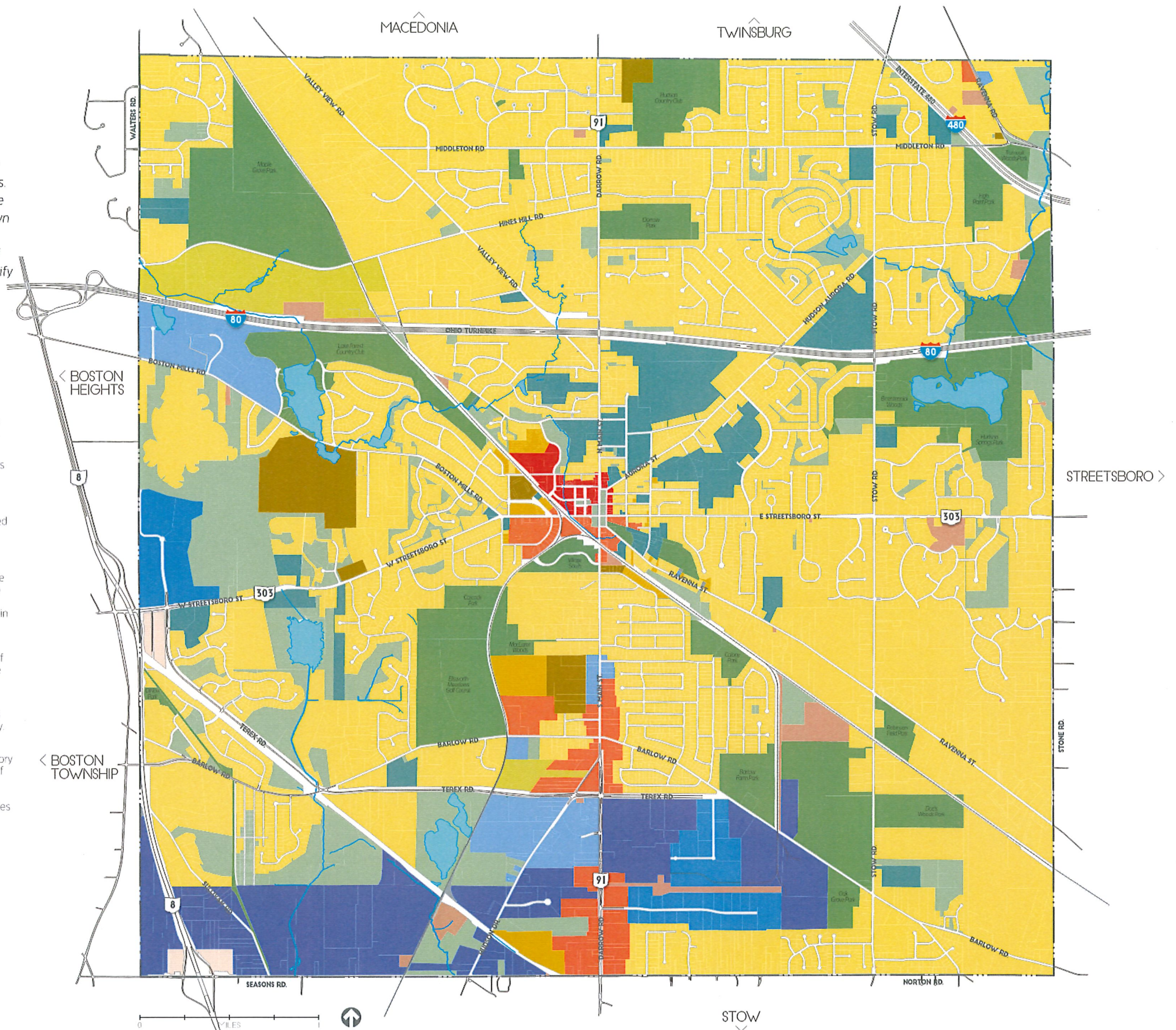
- Continue to rigorously evaluate development proposals to ensure the intensity of any new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies.
- Continue to ensure that new developments utilize quality building materials, appropriately sensitive environmental strategies, and employ an architectural design that is in keeping with the existing character of the community and the Land Development Code.
- Identify the highest, best, and most appropriate use for the YDC site.

LAND USE PLAN

The Land Use and Development Plan identifies desired future land uses for all areas within the City of Hudson and provides a framework to guide future planning and land use policy decisions. It supports a healthy balance of land uses that can continue to make Hudson an attractive place to live and work, while preserving Hudson's historic character and small-town charm. Downtown Hudson remains the heart of the city, with commercial and office uses clustered along main corridors. Stable and peaceful single family detached neighborhoods are the "building block" of the community, with an adequate mixture of smaller and denser residential units to help diversify the stock. Employment areas in the south accommodate a diverse array of businesses and support well-paying jobs.

MAP KEY

- Single Family Detached**
Single Family Detached homes are stand-alone housing units with one unit per parcel and are the predominant land use within Hudson.
- Single Family Attached**
Single Family Attached homes include townhomes, rowhomes, or duplexes, and should be mostly located within or near Downtown Hudson, major corridors, and commercial areas.
- Multi-Family**
Multi-Family residences include apartments, condominiums, and senior housing. They should be located within or near Downtown Hudson, major corridors, and commercial areas, and should be in keeping with the quality and appearance of Hudson's neighborhoods.
- Core Mixed-Use**
The Core Mixed-Use area comprises Downtown Hudson and consists of a blend of uses within a vibrant and walkable environment.
- Commercial**
Commercial uses include a range of uses that provide for the day-to-day retail and service needs, including restaurants, retail shops, entertainment venues, grocery stores, and service uses. Office uses are also supported within the commercial designation, where appropriate.
- Interchange Commercial**
The Interchange Commercial designation accommodates commercial uses near Route 8 interchanges at Route 303 and Seasons Road. These areas are oriented towards a more regional and automotive audience than other commercial areas of the community.
- Office**
Office uses are composed of professional offices and medical uses. It is also appropriate for office uses to be found within areas designated as Commercial and Business Park Flex on the Land Use Map.
- Business Park Flex**
The Business Park Flex designation accommodates many of Hudson's business parks that permit a blend of light industrial and office uses within a subdivision-like or campus-like setting.
- Industrial**
Industrial uses include higher-intensity land uses such as processing, manufacturing, storage, or distribution of goods.
- Parks and Recreation**
Parks and Recreation areas include grounds used for active recreation, including parks, athletic fields, trails, playgrounds, and golf courses.
- Open Space**
Open Spaces are natural areas that are set aside for conservation purposes, are not conducive to development due to flooding or topographical issues, and/or provide passive green space within a subdivision or development.
- Public/Semi-Public**
The Public/Semi-Public land use is composed of institutions and community facilities that define Hudson's overall quality of life.
- Utilities / Rail**
Utilities and railroad rights-of-way and facilities provide critical infrastructure throughout the city.
- Flex**
The Flex designation is a special land use category reserved for two properties owned by the City of Hudson whose future use will be dictated by a combination of the City's administrative and operational needs as well as community attitudes and market forces.



COMMERCIAL & EMPLOYMENT AREAS FRAMEWORK PLAN

Hudson is an attractive place to do business, with access to a highly educated workforce, an excellent quality of life, a vibrant Downtown, and proximity to major interstates and highways. The Commercial and Employment Areas Framework Plan details policies and recommendations to maintain and enhance the City's major commercial and employment areas. Key recommendations include strengthening Downtown as a vibrant mixed-use environment; enhancing the cohesiveness of the city's commercial corridors and nodes; ensuring proper code enforcement; and focusing new office and industrial development within the city's established office, industrial, and business parks as opposed to single family or greenfield conversion.

MAP KEY

Downtown Character Area*

Considered the social hub and heart of the community, Downtown Hudson should offer a range of uses within a walkable, mixed-use environment. Unified streetscaping treatments can tie together different components of the area.

Streetsboro Corridor Character Area*

This corridor should be walkable and continue to reflect denser development and the quality architectural styles seen within the city core. Opportunities to link it physically and visually with Downtown should be encouraged. An internal sidewalk network within Hudson Plaza Shopping Center will make it more pedestrian friendly.

South Main Corridor Character Area*

Development should maintain a balance between the automobile and the pedestrian, and sidewalks should connect to the Downtown and nearby neighborhoods. The addition of multi-family and single family detached units on the western side of the corridor, behind office and retail frontage, would be desirable. Office uses on the northern end of the corridor could provide consumers for neighboring retail.

Barlow Road Node Character Area*

This node contains the site of a future hotel as well as a medical facility. This area is expected to remain a small node, hemmed in by single family detached homes and a golf course.

Darrow Road Corridor Character Area*

This corridor is a "gateway" to the community and should be redeveloped over time to make a positive first impression. The southern portion of the corridor may be more regionally focused in nature, capitalizing on the intersection of Norton Road and Route 91, with the northern portion locally oriented.

Route 8 Interchange Node Character Areas

These two interchange nodes should contain commercial uses tailored to a regional and automotive audience. Scale and appearance should be in keeping with Hudson's character, however, commercial uses within these areas may be different than those found within more core areas.

Established Office Areas

Hudson's established office areas include professional offices and medical uses. Office parks include Westpark Business Park, OMNI by the Lake, Hudson Professional Office Park, and OMNI Hudson. These locations are mostly built out, but could accommodate some intensification.

Established Business Park Flex Areas

Hudson's established business park flex areas accommodate a blend of light industrial and office uses within a subdivision-like or campus-like setting. This includes Hudson Crossing, Georgetown Road, and parts of the Hudson Industrial Park. All three contain available land for new development.

Established Industrial Areas

Industrial areas include higher-intensity land uses such as processing, manufacturing, storage, or distribution of goods. It includes big individual sites as well as the Season Greene and Hudson Industrial Park. Both contain land for new development.

Expansion Areas

These areas are currently single family or undeveloped areas, although the Plan supports their eventual conversion to employment uses. Development within these areas should be discouraged while established office, business park flex, or industrial areas experience vacancy.

I-80

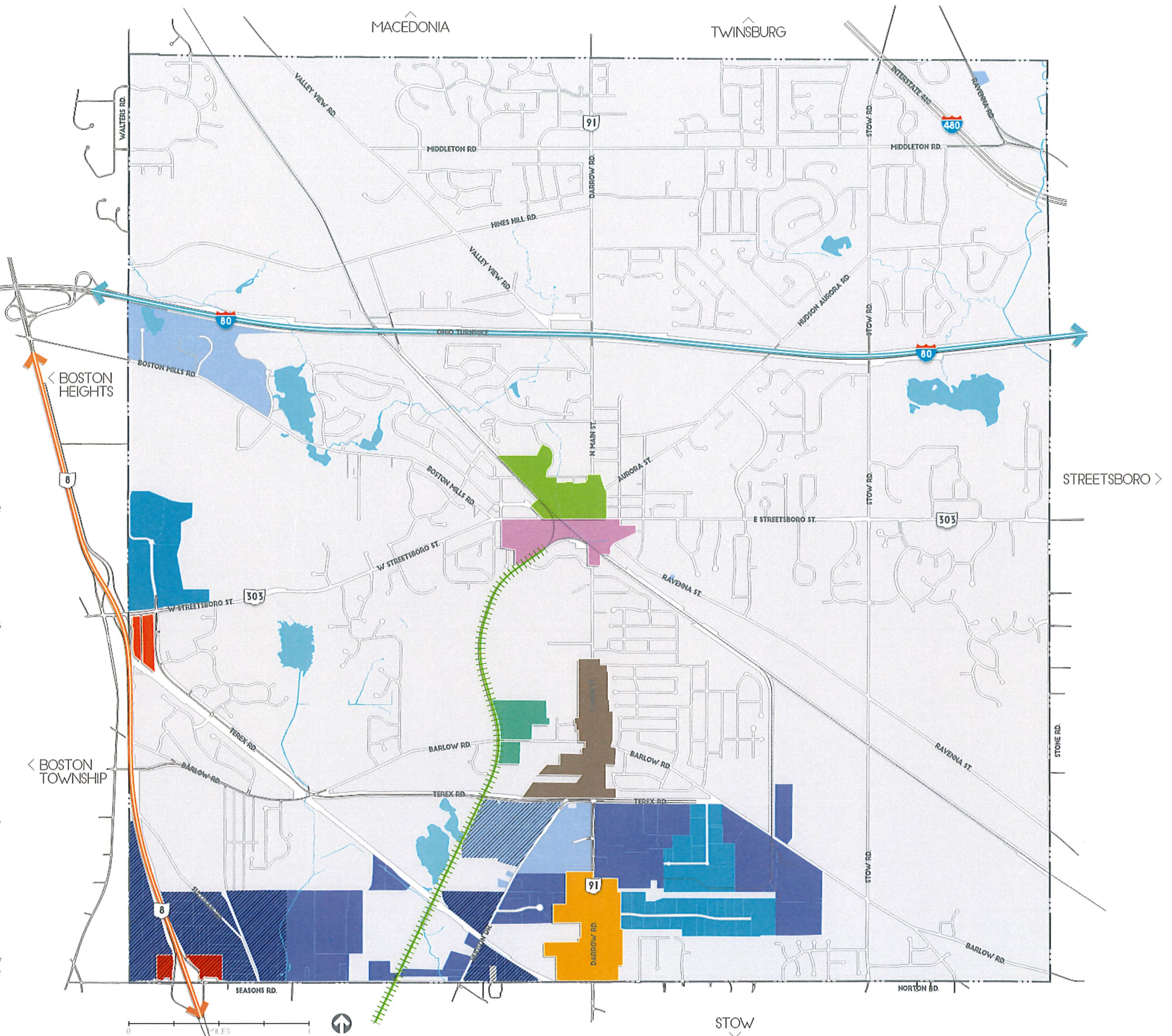
An estimated 31,000 cars travel on I-80 daily, and nearby interchanges facilitate the movement of goods and people. The City should continue to work with partners to ensure that businesses have efficient interstate access.

Re-Designation of Route 8 to I-380

Re-designation of State Route 8 to I-380 would increase the attractiveness of operating a business in the area, assist in marketing and branding, and provide for additional road improvements.

Reinstate Rail to Active Status

The City should work with Norfolk Southern and the Akron Metro Regional Transportation Authority to reinstate this rail line to active status to increase the marketability of industrial properties.





CORRIDORS & NODES

Outside of Downtown, the Land Use Plan includes several commercial areas to provide for the day-to-day needs of residents. Commercial land uses have been intentionally limited to these areas to provide economies of scale as well as preservation of local character.

- *Streetsboro Corridor.* The Streetsboro Corridor stretches along the southern portion of Streetsboro Street from roughly Lennox Road to South College Street. While more auto-centric than neighboring Downtown Hudson, this corridor should be walkable and continue to reflect denser development and the quality architectural styles seen within the city core. Opportunities to link it physically and visually with the Downtown and Veterans Way Park should be encouraged. Frontage development and quality landscaping should remain. The addition of an internal sidewalk network within Hudson Plaza Shopping Center development could help make the area more accessible to pedestrians living nearby.
- *South Main Corridor.* The South Main Corridor spans South Main from roughly Stoney Hill Drive to Terex Road. Development within this corridor should maintain a balance between the automobile and the pedestrian, and sidewalks should connect to the Downtown and nearby neighborhoods. The addition of multi-family and single family detached units on the western side of the corridor, behind office and retail frontage, could create a small commercial district capitalizing on this new residential density as well as access to the new regional trail that is slated to run along or near the rail right-of-way and link to Downtown. Office uses on the northern end of the corridor could provide consumers for neighboring retail.
- *Barlow Road Node.* The Barlow Road Node contains the site of a future hotel as well as a medical facility. This area is expected to remain a small node with minimal to no opportunities for retail, surrounded by stable single family detached homes and a golf course.
- *Darrow Road Corridor (Darrowville).* The Darrow Road Corridor (Darrowville) acts as the southern gateway to Hudson. Commercial development should be attractive to make a positive first impression. Similar to the South Main Corridor, commercial uses should be well-connected to Downtown and neighboring residential areas, particularly the neighboring Trails of Hudson, with walkways or sidewalks. On the fringe of the community, the southern portion of the Darrow Road Corridor represents an opportunity to attract shoppers from outside of Hudson.
- *Route 8 Interchange Nodes.* The Route 8 Interchange Nodes are two commercial nodes designed to capitalize on regional highway traffic (54,000+ vehicles daily, as of 2014) on the western fringe of Hudson. Scale and appearance should be in keeping with the community's character, however, commercial uses within these areas may be different than those found within other commercial areas. Businesses will be oriented more towards the automobile. Properties should be efficiently positioned to provide safe ingress/egress and to maximize highway visibility.

RIGHT-OF-WAY IMPROVEMENTS

Improvements to private property should also be complemented by public improvements made possible through partnerships between the City, Ohio Department of Transportation, and others. These improvements could include the installation of missing sidewalk segments, gateway signage, parkway trees, and improved pedestrian crossings.

PROPERTY ASSEMBLY

The City should support innovative approaches to parcel assembly and comprehensive redevelopment in proper commercial areas, as long as new development is in keeping with the community's size, scale, and character.

INDUSTRIAL, OFFICE, & BUSINESS PARK AREAS

Hudson's industrial areas, offices, and business parks employ thousands of workers and play a critical role in broadening and diversifying the City's tax base. These employers are not only important for their supply of local jobs, but because of the daytime population they attract and the support they provide to retailers and restaurants.

The following policy framework is intended to ensure the continued success of the community's employment generators.

PRIORITIZING ESTABLISHED AREAS

Prior to greenfield development in undeveloped areas, public and private investment and development should occur within existing industrial, office, and business park areas that are already served by some level of infrastructure. This may include development on vacant areas within the parks or intensification of existing development. Many of Hudson's business or industrial parks are currently experiencing moderate to high levels of vacancy.

- *Georgetown Road*, on the southern part of the city, provides for mostly office uses but could accommodate appropriate light industrial uses. Opportunities for intensification exist on the vacant eastern portions of the subdivision.
- *Hudson Crossing* is a 130-acre site accommodating business park flex uses along Route 8. The majority of the park is currently undeveloped and is attractive for development relying on interstate access.
- *Hudson Industrial Parkway* is designed for heavier industrial uses and business park flex uses. Several properties along the main parkway remain undeveloped.



November 3, 2017

RE: Parking Resort Lifestyle Communities

To whom it may concern,

Resort Lifestyle Communities as the operator of our prototypical community throughout the country has surveyed the parking needs at the existing communities and is providing this summary of those surveys. Inclusive of resident parking, staff, services, deliveries and guests/visitors we have found that our parking needs for the operating communities are as follows:

- Average parking utilized in a 24 hour period is equal to 0.41 parking stalls per unit
- Average parking utilized in the peak hour period of 11:00 am to 3:00 pm 0.94 parking stalls per unit
- Average parking stalls built 1.27 parking stalls per unit
- Average parking stalls utilized at night 45%
- The Institute of Transportation Engineers surveys indicated an average rate of 0.40 parking stalls per unit/bed.
- Senior living parking rate is one third to one half the rate of other residential uses.

In our existing communities we average 130 units built and an occupancy rate of 145 residents, of the 145 resident's surveys show that 40 percent do not drive or do not have a car when they move into the community.

We will be providing 24/7 shuttle bus service for the community, with this service will be scheduled trips as well as providing transportation to and from appointments for our residents. This further reduces the need for our residents to have a vehicle or the parking stalls to accommodate a vehicle.

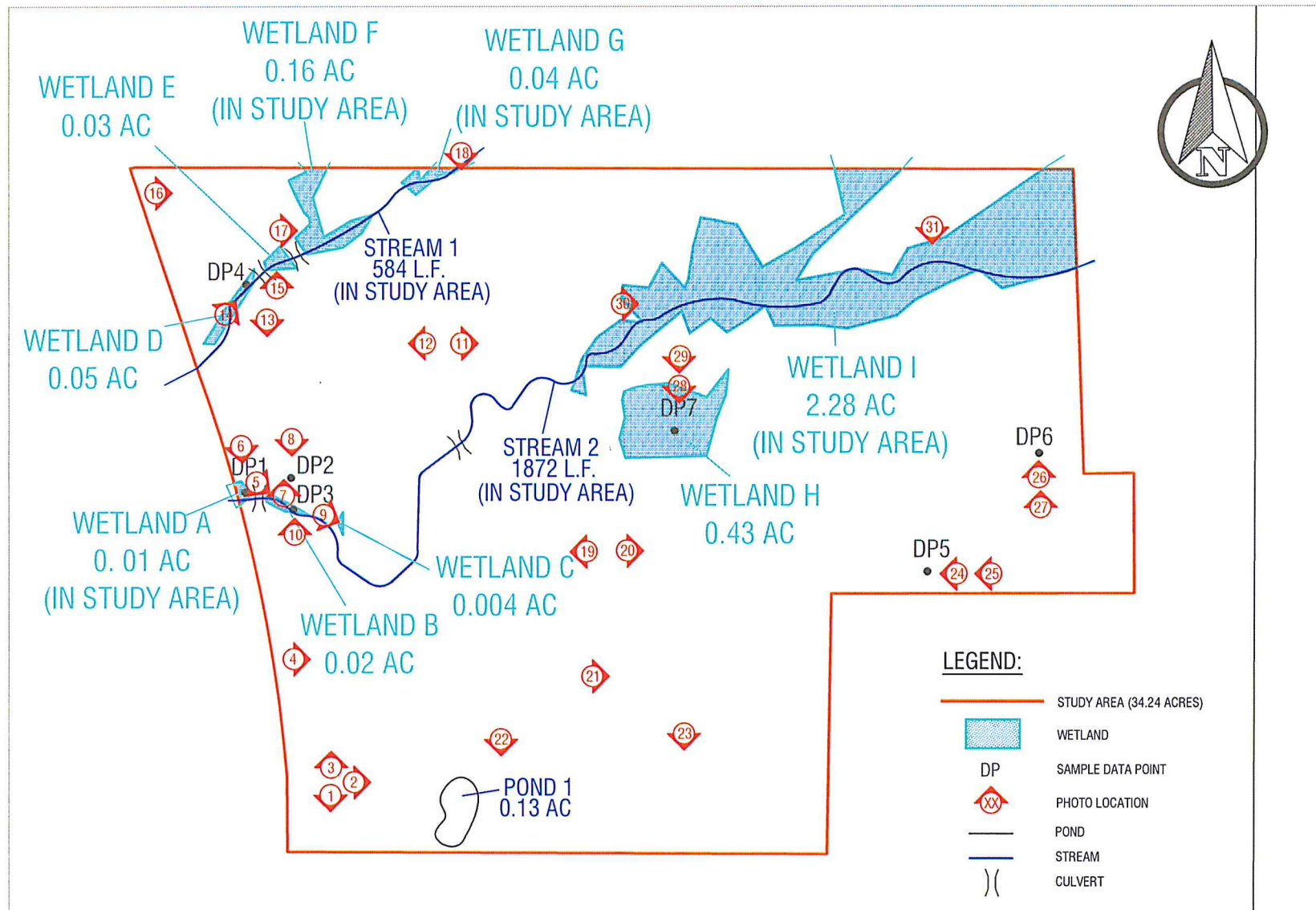
Our peak parking demand is from 11:00 am to 3:00 pm when we will have the most employees on site. During those peak hours we have an average of 20 employees on site.

I hope the information above thoroughly demonstrates a justification for the parking we are requesting and satisfies your request. Please let me know if you have any questions, or if I can provide you with additional information.

Sincerely,

A handwritten signature in blue ink that reads 'Bob Lewis'.

Bob Lewis
Director of Development



0 250 500 Feet
SCALE : 1" = 250'

FIGURE 3
AQUATIC RESOURCE MAP
PPN 3009936 BARLOW ROAD
HUDSON, OHIO 44236



CHARLES F. HAMMONTREE, P.E., P.S.
JAMES C. BOLLIBON, P.E., P.S.
ROBERT J. HAMMONTREE, III
MICHAEL M. VALE, P.E., C.P.E.S.C., C.P.S.W.Q.
KARL J. OPRISCH, P.E.
PETER C. CLARKE, P.E., M.S.C.E.
MARK E. FRANZEN, P.E.
WILLIAM P. UTZMAN, P.E., C.P.E.S.C.
MARK M. ZIMMERMAN, P.E., C.P.E.S.C.

HAMMONTREE & ASSOCIATES, LIMITED

Engineers Planners Scientists Surveyors

5233 Stoneham Road
North Canton, Ohio 44720

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JENNIFER D. SCHUMACHER, P.E., LEED-AP
TIMOTHY J. BRIGGS, P.S.
SHELBY R. PRINGLE, N.I.C.E.T.
THOMAS R. POWELL, P.E.
MELINDA C. CHASE, P.E.
PAUL K. MILLER, P.S., REMOTE PILOT
JOSEPH A. CORALL, P.S., REMOTE PILOT
DANTE C. CELLITTI, R.L.A., C.P.E.S.C., C.P.S.W.Q.
JEFFREY A. RICE, C.P.S.S.

November 7, 2017

The City of Hudson
Mark Richardson, City Planner
115 Executive Parkway, Suite 400
Hudson, OH 44236

Re: Barlow Road Retirement Community
1275 Barlow Road
Hudson, OH 44236
Wetland Setback Modification Application

Mr. Richardson:

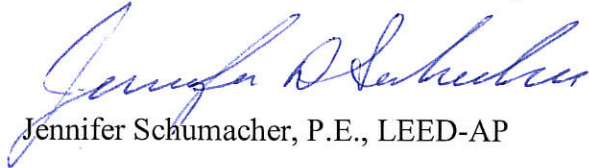
On behalf of our client, Cameron General Contractors, we hereby request a modification of the Wetland Setback per Section 1207.18(b)(6)(E)(ii)(b) due to the following issues:

1. Due to the existing parcel being adjacent to residential zoned lots and the 100-foot setback criteria, the existing topography with lots of grading needed to get an accessible building lot and the restrictions/ limits of the stream/ wetlands locations on this parcel, a significant portion of the parcel is unbuildable. The modification is required to allow for emergency access to as much of the building footprint as possible, provided the needed parking while limiting the disturbance of wetlands and stream.
2. The wetland areas to remain onsite surround the existing stream which contributes to the wetlands hydrology and the riparian setback from the stream will not be disturbed. Silt Fence will be placed between all wetlands and disturbed areas as a BMP (Best Management Practice) to protect all natural and undisturbed areas. In addition, 4' tall orange construction fencing will be placed along the buffer to protect against encroachment into the wetland.
3. The proposed building was placed on the site in the best location considering its size and best balances setbacks from wetlands and provides for buffer yards and preservation of existing landscape to the residential neighboring uses.

4. The modification to the wetland buffer will not decrease the storm water infiltration into the wetland. The hydrology of the wetlands to remain comes from the stream, which the stream and its riparian setback will not be altered. Any onsite area that flows to the wetlands will continue to flow towards the wetland. Silt fence will be used during construction to prevent soil erosion.
5. The wetland setback modification will not increase flood or erosion damage. The runoff from the site will be directed and controlled in the various storm water ponds provided onsite.
6. There is no plan for storm culverts within any wetland or stream areas.

Please contact me if you should have any other comments or questions.

HAMMONTREE & ASSOCIATES, LIMITED



Jennifer Schumacher, P.E., LEED-AP



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

September 23, 2014

Amanda O'Connor
Entitlement and Engineering Solutions, Inc.
518 17th Street, Suite 1575
Denver, CO 80202

**RE: Westgold Meadows Center / Traffic Generation Analysis
Jefferson County, Colorado**

Dear Ms. O'Connor,

SM ROCHA, LLC is pleased to provide traffic generation information for the proposed development entitled Westgold Meadows Senior Living Center. This development is located at the northeast corner of West Bowles Avenue and South Taft Street in Jefferson County, Colorado.

The intent of this analysis is to present traffic volume likely generated by the proposed development and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

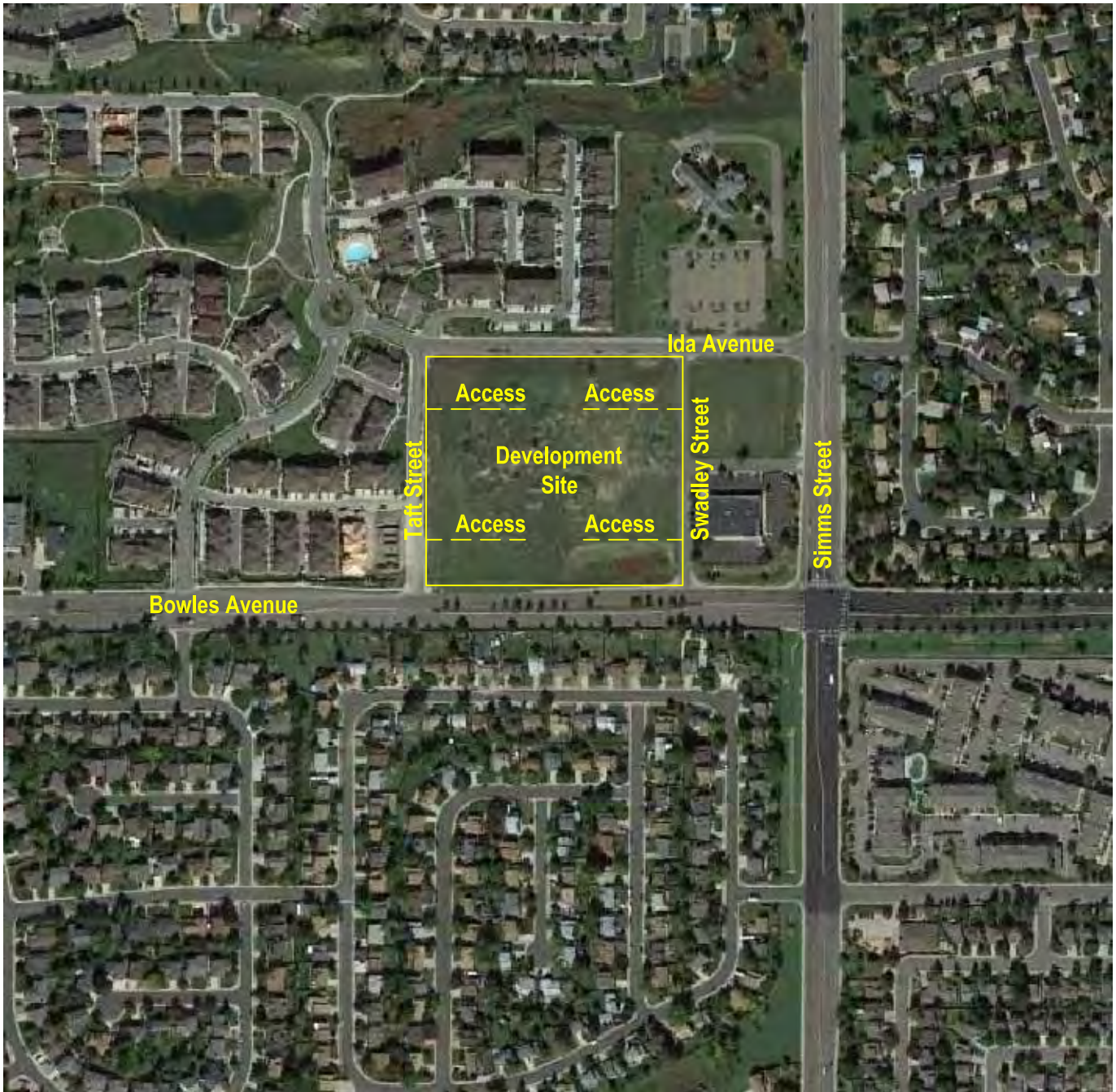
Site Description and Access

Land for the development is approximately 7.9 acres in size, is vacant, and is surrounded by a mix of existing retail and residential land uses.

Site development is understood to entail the new construction of a 130 unit attached senior housing building.

Development site traffic is accommodated by two full movement accesses on Taft Street and two full movement accesses on Swadley Street. This proposed access is not shared with adjacent land uses.

General site and access location is shown on Figure 1.



Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation, 9th Edition, was applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination. ITE land use code 252 (Senior Adult Housing – Attached) was used because of its best fit to the proposed land use.

Table 1 presents trip generation rates used in this analysis.

TABLE 1 TRIP GENERATION RATES									
ITE CODE LAND USE UNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
252	Senior Adult Housing	DU	3.44	0.07	0.13	0.20	0.14	0.12	0.25

Key: DU = Dwelling Units

Note: All data and calculations presented in above table are subject to being rounded to nearest value.

Table 2 summarizes the conservatively projected average daily traffic (ADT) and peak hour traffic volumes likely generated by the proposed land use.

TABLE 2 TRIP GENERATION SUMMARY									
ITE CODE LAND USE SIZE DU				TOTAL TRIPS GENERATED					
				24 HOUR	AM PEAK HOUR			PM PEAK HOUR	
					ENTER	EXIT	TOTAL	ENTER	EXIT
252	Senior Adult Housing	130	DU	447	9	17	26	18	15
<i>Total:</i>				447	9	17	26	18	15

Note: All data and calculations presented in above table are subject to being rounded to nearest value.

As Table 2 shows, the development, at full occupancy, has the potential to generate approximately 447 daily trips with 26 of those occurring during the morning peak hour and 33 during the afternoon peak hour.

Adjustments to Trip Generation Rates

Since development of this type is unlikely to attract trips from other area land uses (internal capture) as well as pass-by or diverted link trips from the adjacent roadway system, no trip reduction was taken in this analysis.

Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, site location within Jefferson County, and the available roadway network. Distribution along Simms Street is general and assumed to be 20 percent to/from the north; 20 percent to/from the south. Distribution along Bowles Avenue is assumed to be 30 percent to/from west, 30 percent to/from east.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to site-generated traffic provides the peak hour trip volume assignments for proposed accesses. These volumes are then divided further upon travel through adjacent roadways serving the overall development. The table below denotes these traffic volumes for adjacent intersections.

Development Site Access	AM Peak Hour Inbound Volume	AM Peak Hour Outbound Volume	PM Peak Hour Inbound Volume	PM Peak Hour Outbound Volume
Simms St / Ida Ave				
Eastbound Right	N/A	2	N/A	2
Eastbound Left	N/A	3	N/A	3
Southbound Right	1	N/A	3	N/A
Southbound Through	0	N/A	1	N/A
Simms St / Bowles Ave				
Eastbound Right	N/A	4	N/A	3
Eastbound Through	N/A	3	N/A	3
Westbound Through	3	N/A	5	N/A
Northbound Left	2	N/A	4	N/A
Southbound Right	0	N/A	1	N/A
Southbound Left	N/A	2	N/A	2
Bowles Ave / Swadley St				
Eastbound Through	N/A	7	N/A	6
Westbound Right	3	N/A	6	N/A
Westbound Through	2	N/A	4	N/A
Southbound Right	N/A	1	N/A	1
Bowles Ave / Taft St				
Eastbound Left	3	N/A	5	N/A
Westbound Right	2	N/A	4	N/A
Westbound Through	N/A	1	N/A	1
Southbound Right	N/A	4	N/A	4
Southbound Left	N/A	7	N/A	6

Traffic Impact Study Waiver Request

Chapter 1 of the Jefferson County Transportation Impact Study Guidelines describes that a traffic impact study (TIS) requirement may be waived if the following condition is met:

- *Traffic Generation Thresholds: The minimum threshold requiring a TIS for trips generated by a proposed development shall be 1000 trips per day or 100 trips per peak hour period. A proposed development generating less than 500 trips per day should not require a TIS.*

Upon comparing trip generation results presented in Table 2 to described waiver conditions, it is concluded that average trip generation limits estimated for the Westgold Meadows Center development are less than the 1000 ADT threshold, and projected peak hour volumes are less than 100 vehicles. Additionally the development's projected trip generation is also less than the County's 500 trips per day threshold for traffic impact study requirement.

The projected site traffic generation is considered minor and not expected to negatively impact traffic operations of the proposed site access or adjacent public roadway network. Moreover, no local safety or intersection/roadway capacity deficiencies are known to exist.

Development Impacts

As Table 2 shows, peak hour traffic volumes anticipated for the proposed development are considered minor. These minor volumes are not likely to negatively impact operations of Simms Street, Bowles Avenue, Taft Street, Ida Avenue, or other adjacent roadways or intersections.

Conclusion

This analysis assessed traffic generation for the Westgold Meadows Center development and potential impacts to the adjacent roadway network.

It is our professional opinion that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network. Analysis of site-generated traffic concludes that proposed development traffic volume is minor and meets established County criteria for waiver from a traffic impact study.

We trust that our findings will assist in the planning and approval of the Westgold Meadows Center development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Mike Rocha, TSOS, TOPS
Principal





ENGINEERING • 115 Executive Parkway, Suite 400 • Hudson, Ohio 44236 • (330) 342-1770

Date: November 6, 2017

To: Greg Hannan, City Planner, Community Development

From: Thomas J. Sheridan, P.E., P.S., Asst. City Manager - City Engineer

Re: **Barlow Road Retirement Community Conceptual Plan – Engineering Review**

The City of Hudson Engineering Department has reviewed the plans submitted and the conceptual plans are **APPROVED AS NOTED** below. Note: The City of Hudson Engineering Standards (Engineering Standards) and Land Development Code (LDC) are available online at the City of Hudson Website www.hudson.oh.us under the Engineering Dept. and Community Development Department respectively. The standards are also available in print for a fee. Please contact our office (330-342-1770) if you would like a cost for the printed version.

The City of Hudson Engineering Department has the following comments:

Approvals that will be needed prior to the City of Hudson Engineering Acceptance include:

1. Summit Soil and Water and the Ohio EPA Notice of Intent, if applicable. The site appears to be disturbing over 1.01 acres based on the limits of the improvements.
2. Summit County Building Standards shall review the building structures; fire lines; and retaining walls proposed on the site, if they meet their criteria for review and approval.
3. Summit County DSSS shall review and approve the sanitary sewer for this site.
4. Ohio EPA may need to review the sanitary and water systems, if applicable.
5. US Army Corp. of Engineers for the wetland disturbed areas.

Comments to Designer to review prior to final development approval:

1. The lot split/consolidation for this parcel shall be submitted under a separate permit application with Hudson Community Development.
2. A trip generation report for a similar site was submitted with this application. The City will require a Trip Generation Report be completed for this site and based on the report, and may also require a Traffic Impact Study based on the new report. This shall be submitted at the improvement plan submittal.
3. The City of Hudson Engineering Standards will be reviewed as part of the improvement plan submittal of the project design. Note: Section 5 of the Engineering Standards - The storm water runoff shall be designed for the 25-year post-developed storm to be detained to the 1-year pre-developed storm for this site, due to the flooding in the downstream areas adjacent to this site, per the City. The designer shall also check the existing downstream storm structure(s) drainage route to the west side of the Willows of Hudson Development (Across the existing railroad tracks) to determine if the existing system has

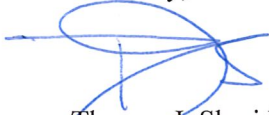
the capacity for the development's calculated storm discharges. Also review the flood path requirements of Section 5 on the emergency overflows for the detention ponds for this site and make any applicable changes, as needed.

4. The storm water for this site shall be discharged to the existing railroad culvert to the west of the site, except for the areas along Barlow Road.
5. Easements will be required on the private driveway for all Hudson utilities. Check with other applicable agencies.
6. The designer shall check sight distances at the new intersection with Barlow Road.
7. Note: Review the private road and parking lot design criteria from Hudson Fire Dept. regarding the 60,000 # design capacity needed for the pavement designs.
8. All fire lines shall be inspected by the Summit County Dept. of Building Standards from the existing utility to the building.
9. A trail is to be installed along the northside of Barlow Road as part of this project. The limits shall be from the west property line at the railroad to the east property line of the former Flood Company.
10. The retaining wall shall be moved to a minimum of 15 feet from the existing property line and a railing added to the top of the wall. The wall may need to be approved by Summit County Building Standards due to the height.

The City will perform a thorough review when the complete set of improvement plans are submitted to the City at a future date.

If you have any questions, please contact our office.

Sincerely,



Thomas J. Sheridan, P.E., P.S.
Hudson Asst. City Manager - City Engineer

C: File.



SHAWN KASSON
Fire Marshal

skasson@hudson.oh.us
(330) 342-1869

M E M O R A N D U M

DATE: November 3, 2017

TO: Greg Hannan, City Planner

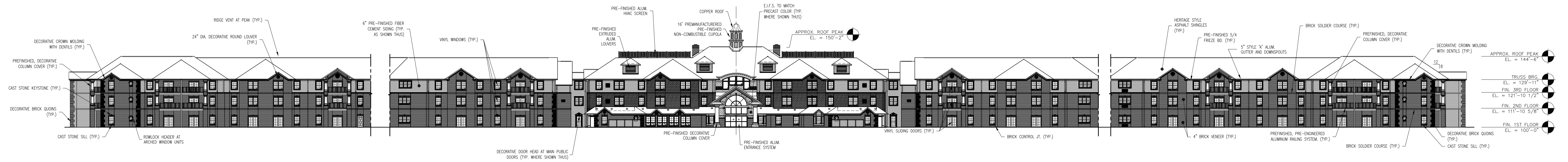
FROM: Shawn Kasson, Fire Marshal SK

SUBJECT: Barlow Road Retirement Community – 1221 Barlow Road

I have reviewed the undated site plan set for the proposed Barlow Road Retirement Community – 1221 Barlow Road. Upon review I have the following comments:

- Knox Boxes must be furnished and installed in an approved locations.
- Fire main lead-in piping for the building sprinkler system(s) must be sized to provide adequate fire suppression water supply.
- Fire department connection (FDC) lead-in piping for the building sprinkler system(s) must be sized to provide adequate fire suppression water supply.
- A FDC to supply the building sprinkler system(s) must be installed in approved location.
- FDC must meet City of Hudson specifications.
- FDC must be located within 40' of a fire hydrant.
- FDC riser pipes must be painted red in color.
- An additional fire hydrant must be installed in an approved location. (Southwest corner)
- Fire hydrants must meet City of Hudson specifications.
- The access road throughout the site must be designed to support fire apparatus weighing 60,000 pounds.
- The following areas must be designated as fire lanes:
 - Access drives in front of the fire department connections (FDC)
 - Access drives in front of the designated building entrances for emergency responders
 - Fire apparatus turnaround locations
- Fire lane areas must be identified with approved signage stating *Fire Lane – No Parking*.
- Curbs in fire lane areas must be painted red in color.
- The proposed canopy must have a minimum overhead clearance of 13' 6".
- The following equipment must be protected from vehicle impact in an approved manner (6" curb with setback or bollards):
 - On-site fire hydrants
 - Fire department connections (FDC)
 - Natural gas meters
 - Ground mounted electrical transformers (If provided)
 - Generators (If provided)

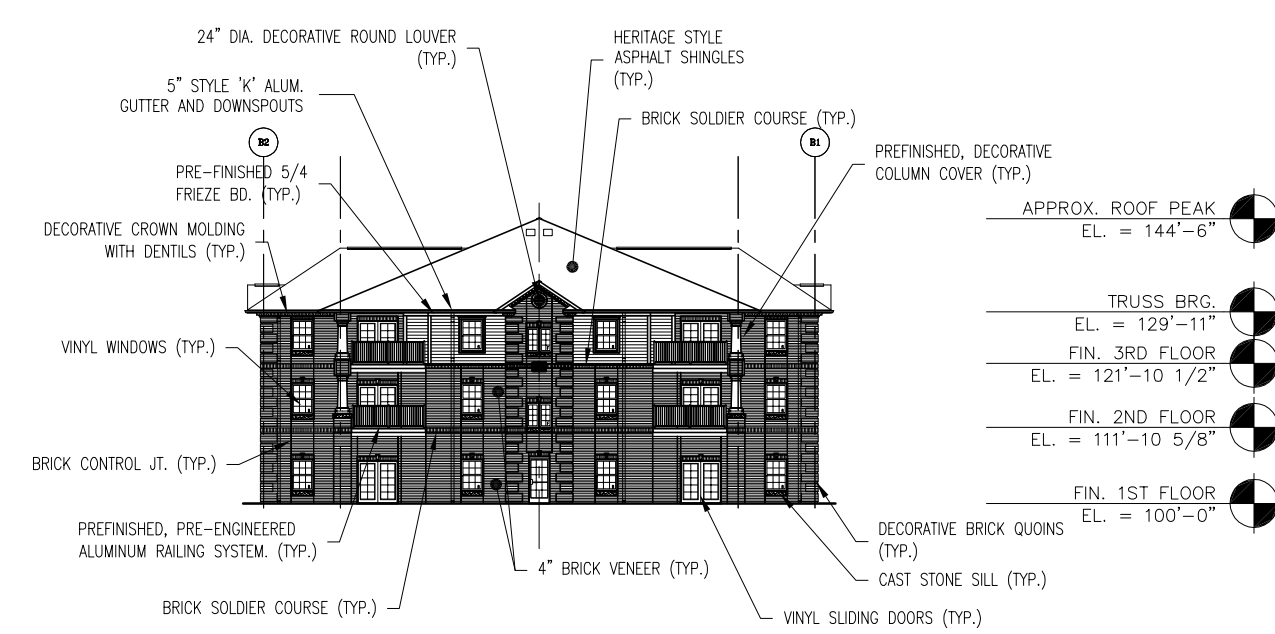
The scope of the review is preliminary. Further comments are probable as the design progresses. Please contact me with any questions.



1 Front Elevation
SCALE: 1" = 30'-0"



2 Rear Elevation
SCALE: 1" = 30'-0"



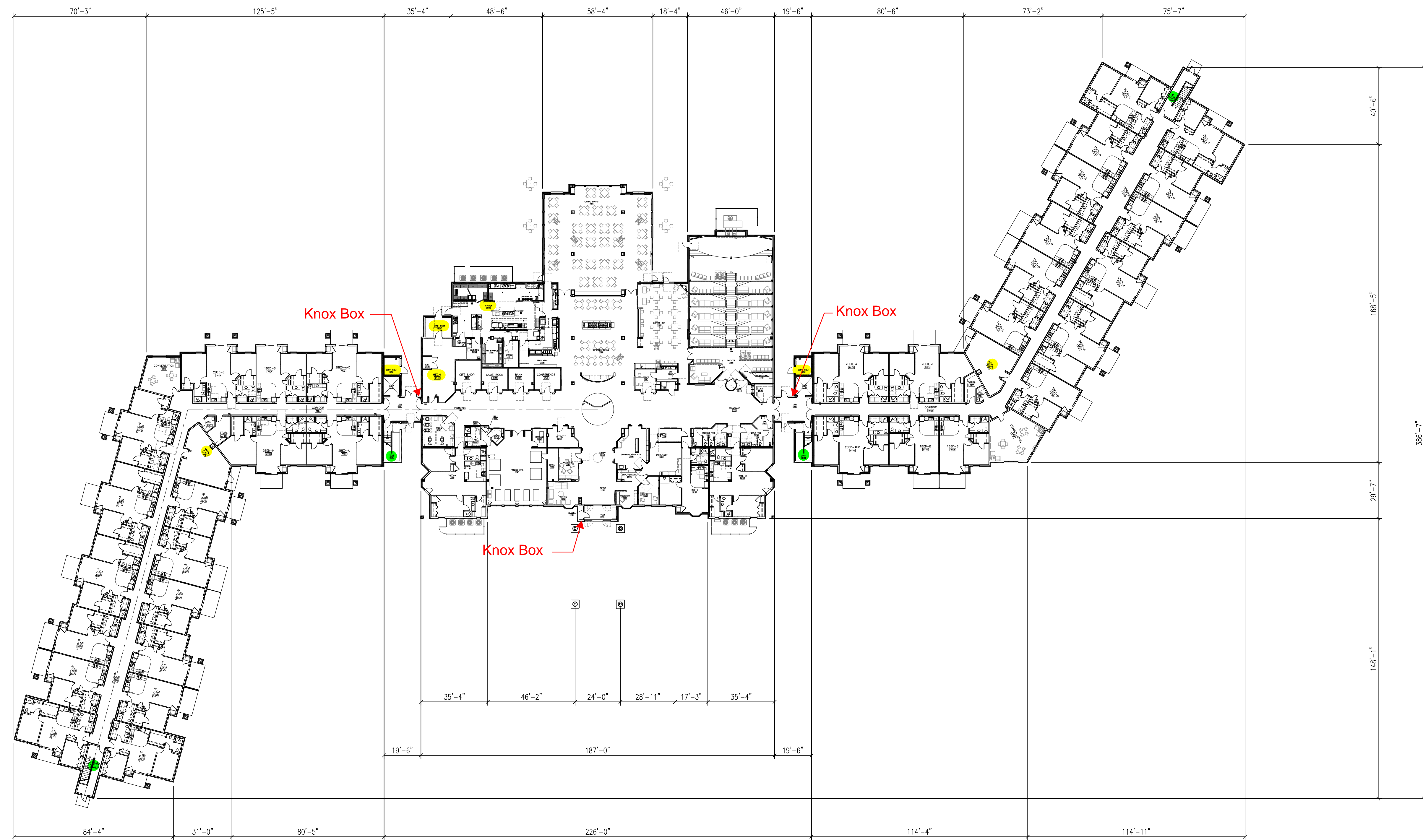
3 Wing End Elevation
SCALE: 1" = 30'-0"

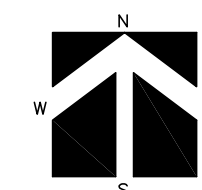
**Reviewed
Comments Issued**
11/02/2017

RLC-HUDSON

1213 BARLOW ROAD
HUDSON, OHIO - 44236

 CAMERON GENERAL CONTRACTORS 8040 Eiger Drive Lincoln, Nebraska - 68516 P: 402-420-2335 F: 402-420-2324	DATE: 18-08-17	M.211
	PROJECT NO: ---	
	CAD DWG FILE: M211 EXTERIOR ELEVATIONS.DWG	
	COPYRIGHT: Cameron General Contractors 2017	



 1 First Level Floor Plan
SCALE: 1" = 30'-0"

RLC-HUDSON

1213 BARLOW ROAD
HUDSON, OHIO - 44236

ARCHITECT
CAMERON
GENERAL CONTRACTORS
8040 Eiger Drive
Lincoln, Nebraska - 68516
P: 402.420.2335
F: 402.420.2324

 **Reviewed**
Comments Issued
11/02/2017

DATE:
18-08-17
PROJECT NO:

CAD DWG FILE:
M.111 FIRST LEVEL FLOOR PLAN.DWG
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2017

M.111



Reviewed
Comments Issued
11/02/2017

SCALE: 1 INCH = 60'

A horizontal scale bar with alternating black and white segments. The segments are labeled 0, 30', 60', and 120' from left to right. The bar is divided into four equal segments, each representing 30 feet.

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EXISTING SITE – PRELIMINARY DEMOLITION PLAN

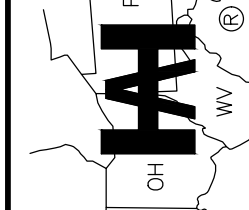
BARLOW ROAD RETIREMENT COMMUNITY

FOR: CAMERON GENERAL CONTRACTORS
LOCATED IN THE CITY OF HUDSON
SUMMIT COUNTY, OHIO

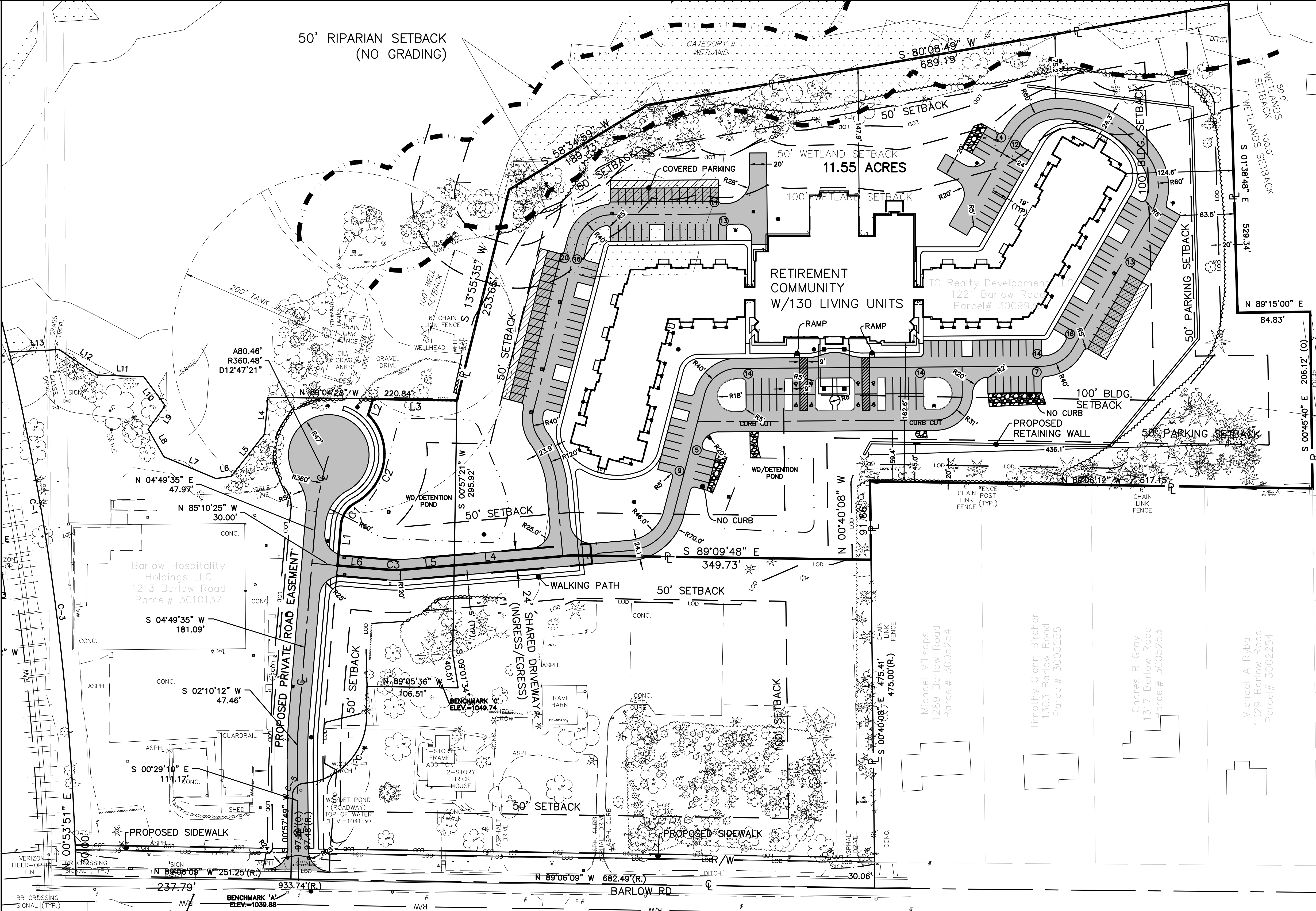
C2.1

DESN BY:	XXX
DRWN BY:	XXX
RVWD BY:	XXX
FLD BK:	100
BK PG:	XXX
DATE:	XX/XX/XX

REV. BY: _____	DATE: _____	DESC.: _____
REV. BY: _____	DATE: _____	DESC.: _____
REV. BY: _____	DATE: _____	DESC.: _____
REV. BY: _____	DATE: _____	DESC.: _____
REV. BY: _____	DATE: _____	DESC.: _____



HAMMONTREE & ASSOCIATES, LIMITED
ENGINEERS, PLANNERS, SURVEYORS
5233 STONEHAM RD. NORTH CANTON, OH 44720
PHN: (330) 499-8817 FAX: (330) 499-0149
TOLL FREE: 1-800-394-8817
www.hammontree-engineers.com



SITE DATA

PN 3009936	29.6 ACRES
PN 3010137	5.0 ACRES
TOTAL PROJECT AREA	34.6 ACRES
TOTAL SITE PLAN AREA	11.55 ACRES
TOTAL IMPERVIOUS AREA	4.49 ACRES

DATA USED

BOUNDARY SURVEY CONDUCTED BY
HAMMONTREE & ASSOCIATES, LTD ON JUNE 21,
2017

ALTA SURVEY PROVIDED BY CAMPBELL
SURVEYING

NOTES:

- TOTAL PROPOSED LOT = 11.55 ACRES.
- THERE IS NOT A 100 YEAR FLOOD PLAIN ON THE PROPERTY PER FLOOD INSURANCE RATE MAP NUMBER 39153C0127E, EFFECTIVE DATE JULY 20, 2009.
- THIS PARCEL IS IN ZONING DISTRICT 8 - INDUSTRIAL/BUSINESS PARK & HIKE BIKE SENIOR HOUSING OVERLAY ZONE.
- CONSTRUCTION ON THIS PROJECT IS ANTICIPATED TO START AS SOON AS PRACTICAL IN SPRING OF 2018.
- THE SITE CONSISTS OF ELLSWORTH SILT LOAM (EIB), ELLSWORTH SILT LOAM, SANDSTONE SUBSTRATUM (Esc), JIMTOWN LOAM (JIB), AND MAHONING SILT LOAM (MgB).
- PARCEL NUMBER 3009936 AND 3010137 TO BE CONSOLIDATED INTO ONE PARCEL AND THEN SUBDIVIDED AS SHOWN ON THIS PLAN.
- WETLAND AREAS TO BE DISTURBED HAVE BEEN SUBMITTED TO THE US ARMY CORPS OF ENGINEERS & CURRENTLY WAITING ON PERMIT.

PROPOSED RETIREMENT COMMUNITY AMENITIES:

SERVICE

- LIVE-IN MANAGERS
- 24/7 PROFESSIONALLY STAFFED
- MEDICAL ALERT SYSTEM 24/7
- CONCIERGE SERVICES
- FREE SCHEDULED TRANSPORTATION
- RESORT STYLE DINING
- VALET PARKING
- WEEKLY HOUSEKEEPING
- FULL TIME MAINTENANCE
- HOME HEALTH CARE WELCOME

COMMUNITY

- 150-SEAT THEATER
- ON-SITE BANK
- PHARMACY/GIFT SHOP
- SALON/BARBER
- LIBRARY
- BILLIARDS
- COMMUNICATIONS CENTER (INTERNET, MAIL, COPY & FAX)
- GARAGE & STORAGE OPTIONS
- ELEVATORS ON ALL FLOORS

FUN

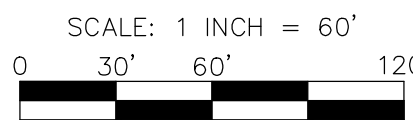
- FULL TIME LIFESTYLE DIRECTOR
- DAILY SOCIAL INVITATION & ACTIVITIES
- SHOPPING & OUTINGS
- LOUNGE
- RESIDENT TRAVEL PROGRAM
- FITNESS CENTER 24/7
- FREE FITNESS CLASSES
- WHIRL POOL/SPA

- NUMBER OF UNITS = 130
- NUMBER OF STORIES = 3
- TOTAL SQ. FT. = 180,000±
- MAX. HEIGHT = 52 FT.

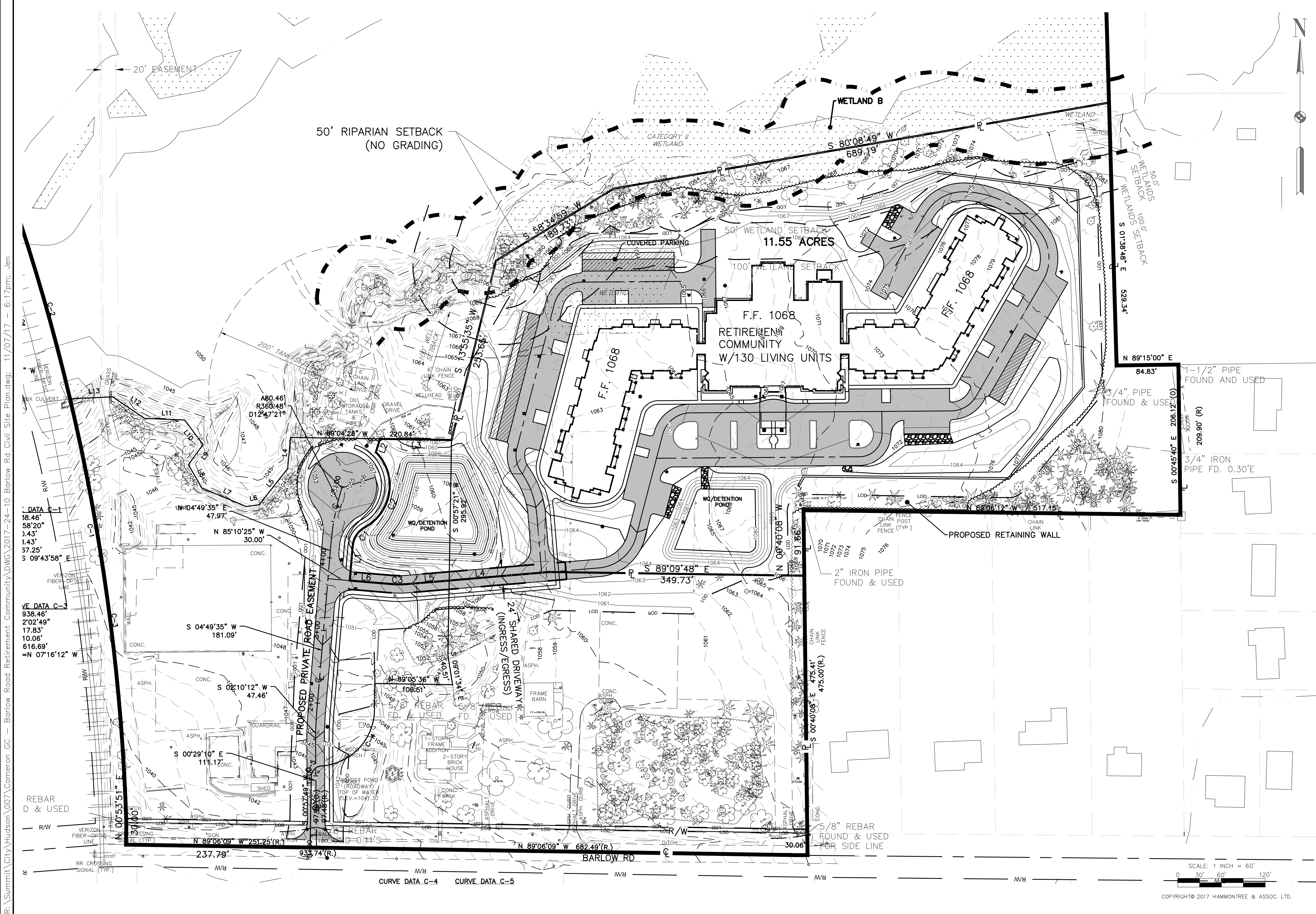
LINE DATA		
LINE	BEARING	DISTANCE
L1	N 04°49'35" E	47.82'
L2	N 17°17'27" E	19.10'
L3	S 89°04'28" E	98.06'
L4	S 85°07'25" W	139.15'
L5	S 85°10'25" W	56.77'
L6	N 85°10'25" W	57.59'

CURVE DATA						
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	BEARING	DELTA ANGLE	TANGENT
C1	383.92'	380.85'	365.42'	S 33°15'08" W	56°50'12"	207.75'
C2	780.00'	1451.60'	1251.01'	S 08°21'11" W	106°37'44"	1047.00'
C3	1440.00'	242.60'	242.31'	N 90°00'00" W	9°39'10"	121.59'

LOD = LIMITS OF DISTURBANCE



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ENGINEERS PLANNERS SURVEYORS

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ND

SD

NEB

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WY

MT

ND

SD

NEB

PRELIMINARY SITE GRADING PLAN

FOR: CAMERON GENERAL CONTRACTORS
LOCATED IN THE CITY OF HUDSON
SUMMIT COUNTY, OHIO

DESIGN BY: XXX

DATE: XXX

SCALE: 1 INCH = 60'

0 30' 60' 120'

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REVISIONS

REV. BY: DATE: DESC:

REV. BY: DATE: DESC:

REV. BY: DATE: DESC:

REV. BY: DATE: DESC:

REV. BY: DATE: DESC:

REV. BY: DATE: DESC:

SCALE: 1 INCH = 60'

0 30' 60' 120'

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