

— O H I O —
HUDSON

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

DATE: July 8, 2015

TO: City of Hudson Planning Commission for July 13, 2015 Meeting

FROM: Greg Hannan, City Planner
Mark Richardson, Community Development Director

SUBJECT: Site Plan Modification Review for 1213 Barlow Road
The Wallhouse Inn - Hudson

ZONING: District 8 – Industrial/Business Park

PC Case No: 2015-16

Project Introduction

Application has been received for a site plan modification for the proposed Wallhouse Inn at 1213 Barlow Road. The project previously received conditional use and site plan approval by the Planning Commission on November 10, 2014 per PC case 2014-17. The sole purpose of the requested site plan modification is to establish the secondary access previously proposed to the Planning Commission. No other site alterations are proposed at this time from the site plan previously approved nor are any changes to the design or use of the building. At the November 2014 PC meeting, the requested secondary access drive was removed from the proposal as part of the decision because of potential sightline concerns with vehicles approaching from the west and concerns with the full traffic report not having been completed and reviewed by the City Engineer.

The following information is attached to this report.

1. Submittal provided by LTC Realty Development Inc. received May 28, 2015.
2. Summary of Traffic Analysis prepared by CT Consultants, prepared April 14, 2015.
3. Comment letter from Thom Sheridan, City Engineer, dated July 6, 2015.
4. Comment email from Shawn Kasson, Fire Marshal, dated November 10, 2014.
5. Preliminary comment letter, prepared by City Planner Greg Hannan, dated July 1, 2015.
6. Planning Commission decisions of November 10, 2014 for Conditional Use and Site Plan approval of Case 2014-17.

Applicable Zoning District Standards, Section 1205.11

Vehicular Access/Driveway Curb Cuts

Required: Driveways shall be minimized through consolidation, shared driveways, or other means.

Proposed: An access point aligned with the Heritage of Hudson was previously approved. A second access 330 feet further west is proposed.

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:

Access, Circulation, and Traffic Analysis – A traffic impact analysis was submitted to the City of Hudson on March 6, 2015. The report, prepared by CT Consultants, studied potential impacts at six surrounding intersections, lane warrant analysis along the project frontage, and a sightline analysis for the two proposed access drives. The report does not indicate the need for roadway improvements at the studied intersections or along Barlow Road adjacent to the proposed access drives. The sightline study documented acceptable sightlines for a potential full movement secondary access; however, the applicant has proposed to limit the secondary drive to a restricted right in, right out access.

City Engineer Thom Sheridan has accepted the traffic impact analysis report findings, is satisfied with the proposed secondary access, and has provided specifications related to the appropriate barrier design for the restricted right in, right out access.

Hudson Fire Department: Shawn Kasson, Fire Marshal, previously acknowledged a second access drive would be desirable per his email correspondence of November 10, 2014. Mr. Kasson has noted no additional comments at this time in association with the current application.

Site Plan Findings and Action:

Findings:

The staff finds that the application is in substantial compliance with the use, zoning development site plan, and other applicable governmental regulations contained in Section 1204.04.

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

The PC shall consider the development application, the staff report, and then take final action. 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.

Recommendation:

Approve the site plan modification in Case 2015-16 for 1213 Barlow Road for the Wallhouse Inn according to plans received May 28, 2015 with the following conditions:

1. The comments of City Engineer Thom Sheridan must be addressed per the July 6, 2015 correspondence.
2. The project remains subject to the conditions of approval from the conditional use and site plan approvals on November 10, 2105 per PC case 2014-17.
3. 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.

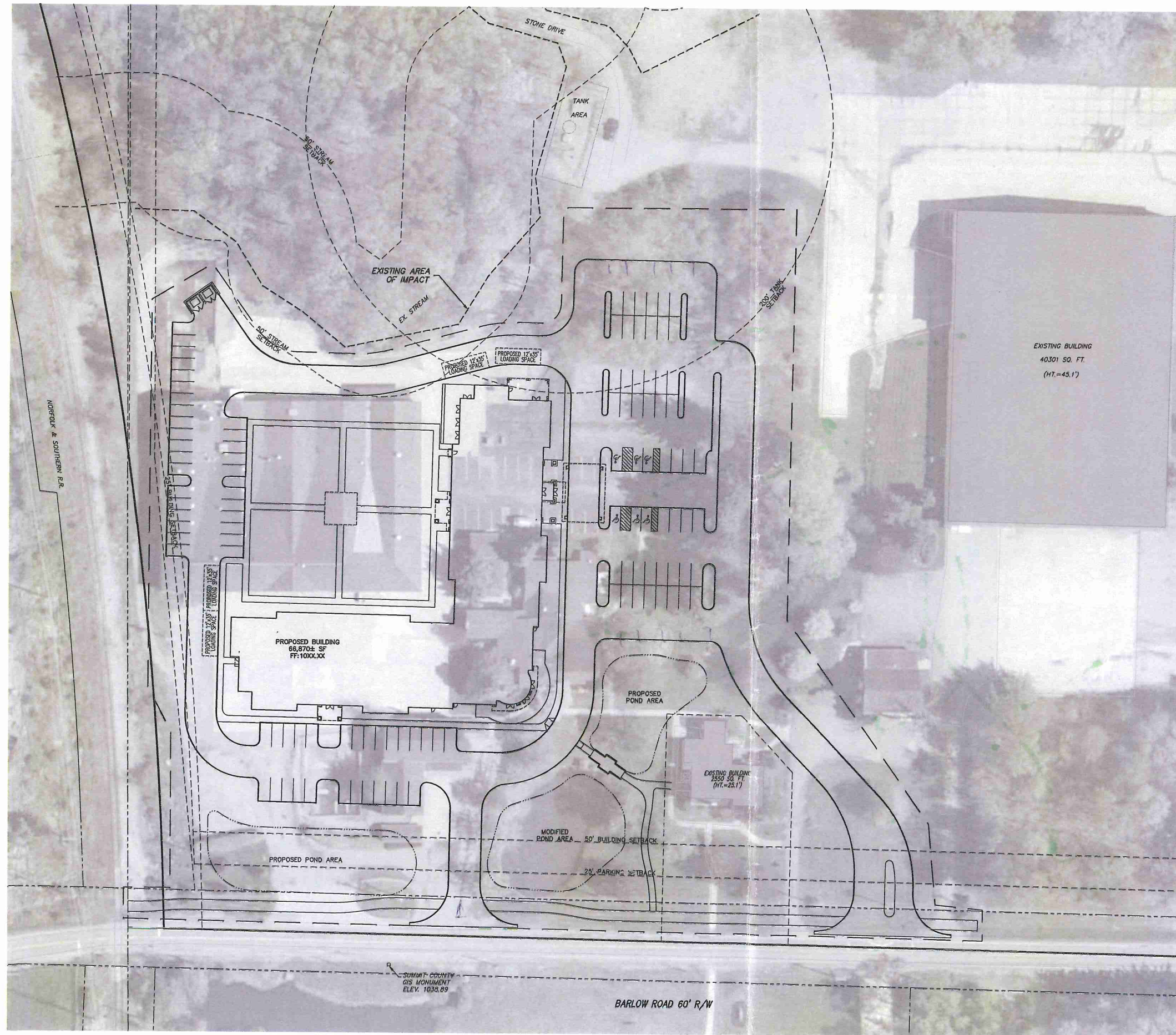
Applicant seeks to modify the site plan approval previously granted by the Planning Commission on November 10, 2014 to reflect the following:

Applicant submitted a supplemental Traffic Impact Study ("TIS") dated April 14, 2015 prepared by CT Consultants, which supplemental TIS was approved by Thomas J. Sheridan, City Engineer. The supplemental TIS recommends two means of ingress/egress from the development site for the benefit of the proposed hotel, as originally submitted by Applicant.

Applicant requests that the Planning Commission modify its approval to allow addition of the west driveway as a right turn in/ right turn out access to and from the site.



FILE: S:\XCEL\4-PROJECTS\14705 INN ON BARLOW RD\07 - PLANS\DWG\14705 SITE PLAN.DWG - Oct 31, 2014 4:05pm - Krock Esser Engineering, Inc.



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TBM #1

TOP OF SUMMIT COUNTY GIS MONUMENT
LOCATED ON THE SOUTH SIDE OF BARLOW
ROAD
ELEVATION 1038.89



NORTH

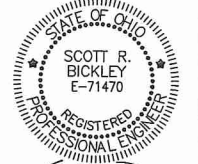
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(IN FEET)

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| --- | MONUMENT BOX |
| --- | PROP. CURB INLET |
| --- | PROP. MH |
| --- | PROP. VALVE |
| --- | PROP. CLEAN OUT |

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Krock Esser Engineering, Inc.
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Richfield, Ohio 44386
330.657.2145 www.krockesser.com



Scott R. Bickley, PE
Ohio Professional Engineer
#71470

Drawn By JRG
Checked By SRB
Project Number 14705

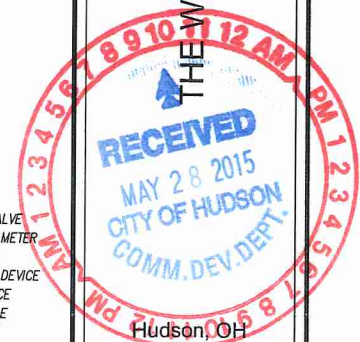
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DATES AND REVISIONS

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10/10/14

THE WALLHOUSE INN - HUDSON

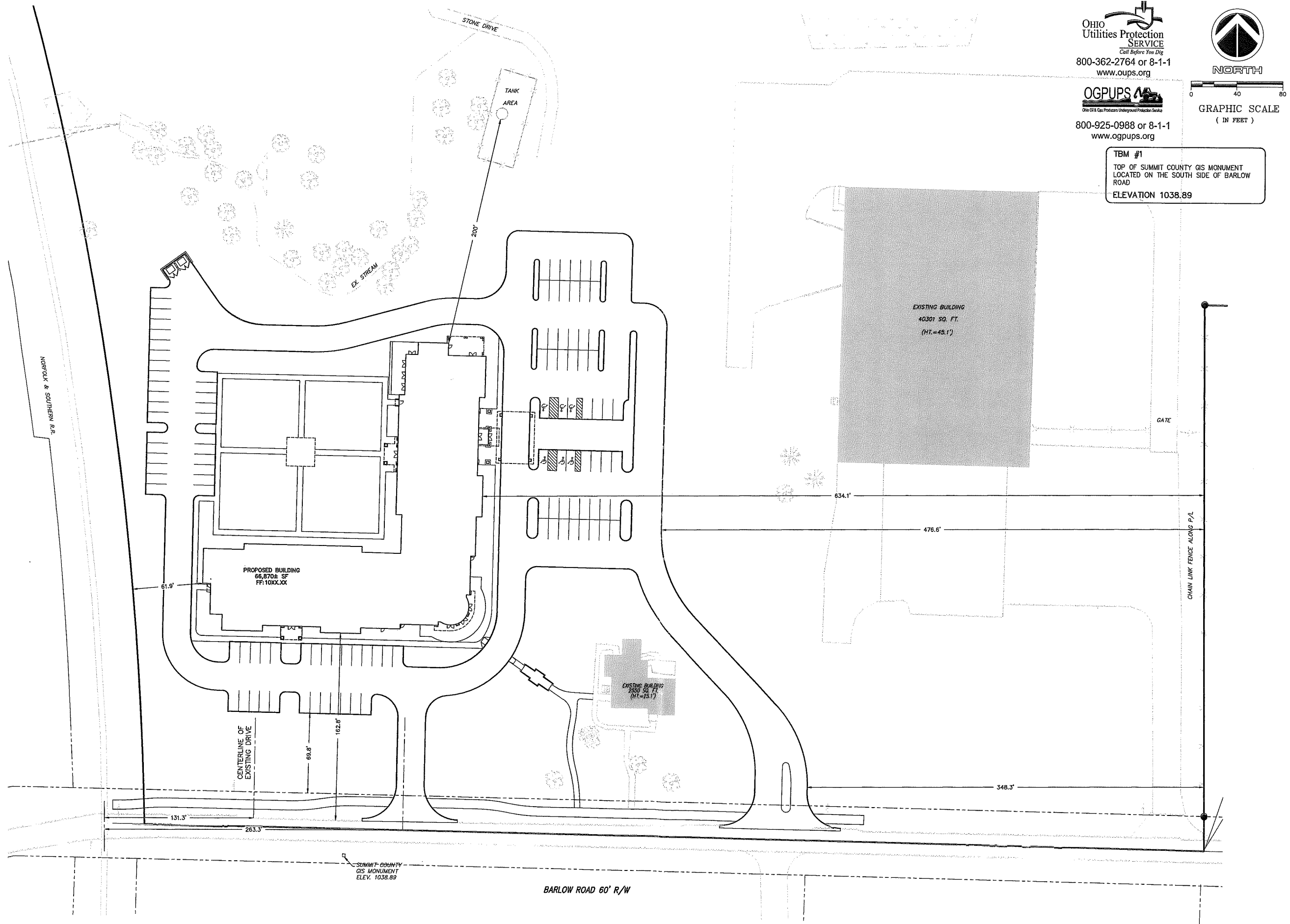


Aerial Overlay Exhibit

SHEET:

EX-1

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E-71470
REGISTERED PROFESSIONAL ENGINEER

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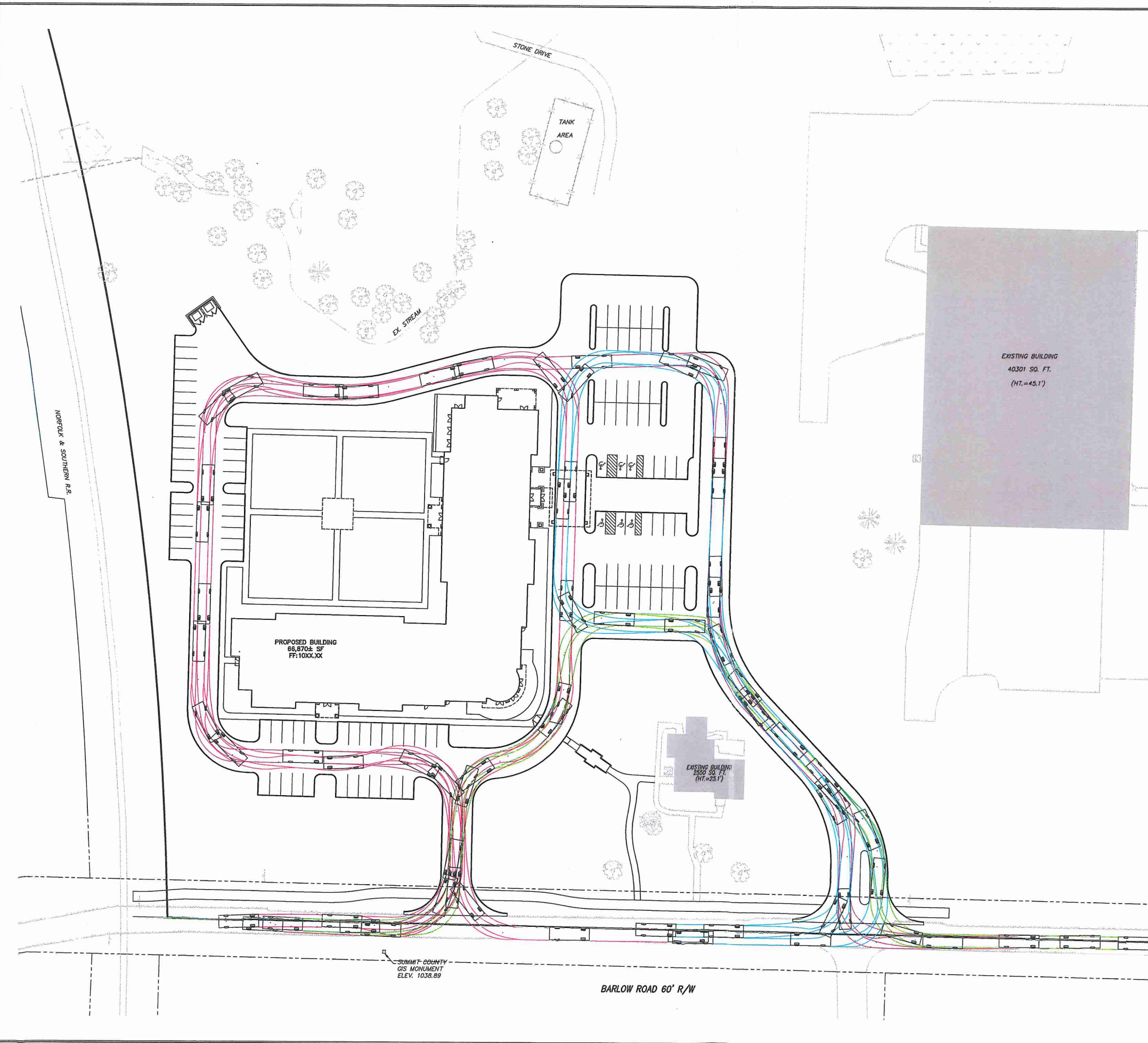
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Hudson, OH

Distance Exhibit

SHEET:
EX-2

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GRAPHIC SCALE
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TOP OF SUMMIT COUNTY GIS MONUMENT
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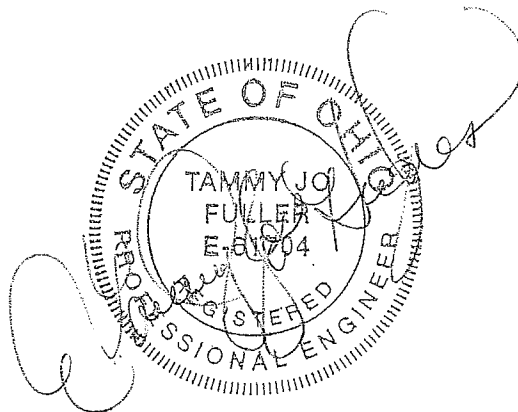
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THE WALLHOUSE INN - HUDSON

Hudson, OH
Fire Truck
Clearance Exhibit
SHEET:
EX-3

Traffic Impact Study
for
LTC Realty Development, LLC
The Wallhouse Inn - Hudson
April 14, 2015



#14505



CT Consultants
engineers | architects | planners

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Akron | Ohio | 44333
330.247.3727 | www.ctconsultants.com

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The Wallhouse Inn, Hudson – Traffic Impact Study

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ODOT Location and Design Manual Section 400 – Lane Warrants

Accident Analysis Aerial Map

Correspondence – Hudson Fire Department

Accident Reports

Scope

CT Consultants, Inc. was retained to perform a traffic impact study for the proposed redevelopment of a portion of Permanent Parcel No. 30-09936 formerly occupied by the Flood Company/Akzo Nobel Coatings, Inc. Plant 1, Plant 2 and R & D buildings. The current owner, LTC Realty Development, LLC ("LTC"), is planning to demolish these structures and construct a 72 room inn. This facility is located along the north side of Barlow Road, at address 1213, in the City of Hudson, Ohio. The purpose of this traffic impact study is to evaluate the potential generated traffic from the proposed inn. Any subsequent development on this parcel of land should be addressed in a future traffic study. Figure 1 can be found in the Technical Appendix at the end of this report and shows the study area and the location of the proposed development.

Existing Conditions

The proposed development will be located on approximately five (5) acres in the southwest quadrant of the LTC property on the north side of Barlow Road (see Appendix A- site location) identified by Permanent Parcel No. 30-09936. Barlow Road consists of one lane in each direction. The property main entrance on Barlow Road is approximately 0.5 miles away from the closest main road (State Route 91).

The Ellsworth Meadows Golf Course is located on Barlow Road approximately 0.3 miles west of the proposed development.

This study analyzes the functionality of six (6) existing intersections in the study area in order to assess the impact the proposed development will have on them. These intersections include the following:

1. Barlow/State Route 91 (SR 91) – Signalized
2. Barlow/Holland – Unsignalized/Stop Sign Controlled (Barlow is the through-street)
3. Barlow/Weeping Willow – Unsignalized/Stop Sign Controlled (Barlow is the through-street)
4. Barlow/Nicholson – Unsignalized/Stop Sign Controlled (Barlow is the through-street)
5. Barlow/Williamsburg – Unsignalized/Stop Sign Controlled (Barlow is the through-street)

6. Barlow/Terex – Unsignalized/Stop Sign Controlled with overhead flashing beacons (Terex is the through-street)

According to the Ohio Department of Transportation's Functional Road Classification System, Barlow Road, Holland Drive, Weeping Willow Drive, Nicholson Drive, and Williamsburg Circle are classified as local roadways. State Route 91 is classified as a principal arterial and Terex Road is classified as a minor arterial. The ODOT Functional Classification Map can be found in the Technical Appendix at the end of this report.

Study Methodology

Six-hour manual turning-movement counts were performed from 7:00 AM until 9:00 AM, 11:00 AM until 1:00 PM, and from 4:00 PM until 6:00 PM at the intersections of Barlow/SR 91, Barlow/Holland, Barlow/Nicholson, Barlow/Weeping Willow, Barlow/Williamsburg, and Barlow/Terex on Tuesday, January 13, 2015.

The PM peak hour of traffic was used for the calculations in this report due to the fact that it was the highest hour of traffic volumes in the study area. The existing traffic volumes in the study area are at their highest during the PM peak hour and the proposed development is expected to generate the highest amount of weekday traffic during the PM peak hour. For this reason the PM peak hour was analyzed as the critical hour in the study area. As the impacts to the surrounding intersections/roadways were not found to be detrimental during the proposed PM peak hour, it stands that the AM peak hour will have even less of an impact. It is industry standard to analyze the critical hour of traffic unless the proposed development is expected to generate substantial trips during other peak hours. The PM peak hour of traffic of the intersections in the study area occurred from 5:00 PM until 6:00 PM.

Figure 2 can be found in the Technical Appendix at the end of this report and shows the existing traffic counts for the PM peak hour at each of the six (6) intersections in the study area.

Traffic counts taken in January on the types of roadways in the study area are lower than that expected on an average day of the year. For this reason, a Seasonal Adjustment Factor was applied to the existing counts in order to reflect the hypothetical "average day" of traffic for the year. The Ohio Department of Transportation (ODOT) Division of

Planning – Office of Technical Services – provides values for seasonal adjustment factors. According to the ODOT January, 2015 document, the seasonal adjustment factor for an urban minor arterial is 1.181. The seasonal adjustment factor for an urban principal arterial is 1.150, and the seasonal adjustment factor for an urban local roadway is 1.181. The City of Hudson requested that a Seasonal Adjustment Factor of 1.17 be applied to the traffic data taken at all six (6) of the intersections. Figure 3 can be found in the Technical Appendix at the end of this report and shows the seasonally adjusted traffic counts for the PM peak hour at each of the intersections studied. The traffic count data can be found in the Technical Appendix at the end of this report.

A Design Hour Factor was also applied to the PM peak hour traffic counts to arrive at the Design Hourly Volume, which is used in the geometric design of highways. This volume represents the 30th highest traffic volume experienced in one year. According to the Ohio Certified Traffic Manual the following Design Hour Factors apply:

- Urban Principal Arterial (State Route 91) = 1.27
- Urban Minor Arterial (Terex Road) = 1.25
- Urban Local (all others) = 1.19

Figure 4 in the Technical Appendix represents the Seasonally Adjusted Design Hour Volumes in the study area for 2015.

Due to the fact that the traffic count data used for this study was collected in January of 2015, further adjustments were made to the volumes in the study area to account for the traffic generated by Ellsworth Meadows Golf Course. The adjustment factor was estimated as discussed below. Ellsworth Meadows contributes higher volumes of traffic to the study area during the warmer months of the year. In 2014 a traffic study was conducted for Nicholson Drive in the study area. This study included traffic counts on Barlow Road near Nicholson Drive that were collected in early May of 2014 (during a time when the golf course was open). The May 2014 count data was compared to the January 2015 count data and an adjustment was made to the January 2015 count data to account for the traffic contributed by the golf course. This adjustment was made in addition to the Seasonal Adjustment Factor and the Design Hour Factor that were applied.

The traffic volume on Barlow Road west of Nicholson Drive was 282 vehicles during the PM peak hour in May of 2014. The traffic volume on Barlow Road west of Nicholson Drive during the PM peak hour in January of 2015 was 242 vehicles. This reflects an

GT Consultants, Inc.

increase in traffic volume on Barlow Road of 40 vehicles due to the golf course (28 vehicles eastbound and 12 vehicles westbound). Both the May 2014 count data and the January 2015 count data were collected on Tuesdays.

To account for the golf course traffic, 28 vehicles were added to the existing traffic volumes on Barlow Road in the eastbound direction and 12 vehicles were added to the existing traffic volumes on Barlow Road in the westbound direction. These volumes were added to the existing count data on Barlow Road at each of the six (6) intersections studied and the proposed development driveways. Due to the fact that these volumes were obtained from the May 2014 counts on Barlow Road, the volumes were only added to Barlow Road traffic. The volumes were not distributed along the side streets in the study area. Figure 5 shows the Seasonally Adjusted Design Hour Volume traffic counts for 2015 at each of the intersections studied plus the additional traffic volumes along Barlow Road due to the golf course. The data on Figure 5 can be found in the Technical Appendix at the end of this report and represents the *existing baseline* traffic volume data used in this report. The traffic count data collected in May of 2014 as part of the Nicholson Drive Traffic Study can be found in the Technical Appendix at the end of this report.

Existing average daily traffic (ADT) values near the study area were also obtained from the Ohio Department of Transportation for the years 2007, 2010 and 2013. The count data for these years was used because it is presently the most recent traffic data available from the State of Ohio. This traffic count data also reflects what is considered to be a *reasonable* growth projection for the traffic in the study area. Traffic volumes in an area can often fluctuate atypically from year to year due to temporary conditions such as major construction projects, construction detours, and/or new development in the study area. Professional experience has shown that traffic volume growth rates in an area that is not experiencing a large amount new development or major construction projects typically range from 0% to 2.0% per year.

The count data used for the growth rate of traffic in this study was collected on both State Route 91 in the vicinity of Barlow Road, and near the intersection of State Route 303 and State Route 91.

In 2007, the ADT on State Route 91 near Barlow Road was 22,350 vehicles per day. In 2010, the ADT on State Route 91 near Barlow Road fell to 18,140 vehicles per day. In

2013, the ADT on State Route 91 near Barlow Road fell to 17,000 vehicles per day. This is an average decrease of 4.0% per year.

In 2007, the ADT on State Route 91 near State Route 303 was 13,880 vehicles per day. In 2010, the ADT on State Route 91 near State Route 303 rose to 14,780 vehicles per day. In 2013, the ADT on State Route 91 near State Route 303 fell to 12,640 vehicles per day. This represents an average decrease of 1.5% per year between 2007 and 2013 at State Route 91 and State Route 303.

Overall the study area is expected to experience a decrease in traffic over the next 20 years. Furthermore the Seasons Road Interchange provides drivers with a more appealing alternative to Barlow Road and State Route 303 when accessing State Route 8 from the east. However, due to the amount of undeveloped land on Barlow Road and the proposed shared-use paths in the study area, the traffic volumes in this study area will likely remain constant over the next 20 years. For these reasons the traffic volume growth rate was chosen to be 0% over the next 20 years. Excerpts from ODOT's traffic volume counts are included in the Technical Appendix at the end of this report.

The PM peak hour of traffic was used for the calculations in this report due to the fact that it was the highest hour of traffic volumes in the study area. The PM peak hour of traffic occurred at all six (6) intersections between 5:00 PM and 6:00 PM.

The 2015 traffic data was used in order to establish existing traffic patterns at the six (6) intersections in the study area. The count information and traffic patterns were used to estimate the background traffic levels that will exist at the intersections once the proposed development occurs. The directional distribution of traffic on Barlow Road during the PM peak hour was found to be 60% eastbound and 40% westbound.

Traffic volumes generated by the proposed development were calculated using rates appropriate to the proposed land use as published in the Ninth Edition of the Institute of Transportation Engineers (ITE) Trip Generation handbook. Expected PM peak period volumes due to the development were then superimposed onto the intersections of Barlow/SR 91, Barlow/Holland, Barlow/Nicholson, Barlow/Weeping Willow, Barlow/Williamsburg, and Barlow/Terex. Figure 6 can be found in the Technical Appendix at the end of this report and shows the origin/destination percentages and traffic volumes generated by the proposed development for the Seasonally Adjusted

Design Hour Volume of traffic. The trip generation calculations can be found in the Technical Appendix.

Opening Day (2015) "No Build" volumes and Design Year (2035) "No Build" volumes were calculated by applying the calculated growth rate of 0% per year to the existing 2015 traffic volumes. In other words, these volumes are expected to remain constant and are represented in Figure 7 which can be found in the Technical Appendix at the end of this report. Opening Day (2015) "Build" volumes and Design Year (2035) "Build" volumes are also expected to remain the same due to a 0% growth rate over the next 20 years. These conditions are represented in Figure 8 which can be found in the Technical Appendix at the end of this report.

The Levels of Service (LOS) of the six (6) intersections in the study area were analyzed for the No-Build and Build conditions once the Opening Day (2015) and Design Year (2035) traffic had been assigned.

The existing traffic signal at the intersection of State Route 91 (SR 91) and Barlow Road presently runs at various cycle lengths. The traffic signal is coordinated northbound/southbound along SR 91. The present programming of the traffic signal at SR 91 and Barlow can be found in the Technical Appendix at the end of this report.

The Level of Service (LOS) is a measure of how well an intersection operates under a given traffic load. It is defined by the delay that a driver experiences and is graded by letters from A through F (best to worst) as defined in terms of average vehicle delay. A rating of Level of Service (LOS) D or higher is considered acceptable on urban roadways. Table 1 shows the definitions of Level of Service (LOS):

Table 1. Level of Service Definitions – Intersections

LOS	Description	Unsignalized Delay/Vehicle (SEC)	Signalized Delay/Vehicle (SEC)
A	Free flow, low volume, high speed	≤ 10.0	≤ 10.0
B	Stable flow, speeds somewhat restricted by traffic conditions	10.1 – 15.0	10.1 – 20.0
C	Stable flow, but more restricted	15.1 – 25.0	21.1 – 35.0
D	Restricted flow, little maneuvering possible	25.1 – 35.0	35.1 – 55.0
E	Unstable flow, short stoppages develop	35.1 – 50.0	55.1 – 80.0
F	Forced flow, breakdown	> 50.0	> 80.0

Although the proposed/preferred site plan includes two (2) site driveways, the City Planning Commission only approved one (1) site driveway. As a result, the Level of Service (LOS) analysis, capacity analysis, and lane warrant analysis for Barlow Road have been performed as if there is one driveway to the site. In other words, all of the generated volume from the proposed site has been analyzed at one access point on Barlow Road. This condition simulates the maximum impact that the development is expected to have on Barlow Road traffic. In the event that both site driveways are approved, they each will contribute slightly less volumes and therefore less of an impact to Barlow Road traffic.

Proposed Development Conditions – 72 Room Inn

LTC is developing a 72-room Inn in the location of the former Flood Company/Akzo Nobel Coatings Inc. Plant 1, Plant 2, and R & D buildings located on the west side of the property.

Traffic volumes generated by the proposed development were calculated using rates established in the Eighth Edition of the Institute of Transportation Engineers (ITE) Trip Generation handbook using Land Use Code 310: Hotel for a 72-room inn. Code 310 was selected over related land use codes for all Suites Hotel (311), Business Hotel (312) and Motel (320) because this land use code most closely matched the facilities studied CT Consultants, Inc.

in the Trip Generation Manual. According to the Trip Generation Manual the AM and PM peak hours of hotels generally coincide with the AM and PM peak hours of the adjacent roadway traffic. These hours are expected to be between 7:00 AM and 9:00 AM, and 4:00 PM and 6:00 PM weekdays. Table 2 summarizes the traffic generated by the proposed development.

Table 2. Trip Generation – Proposed Development – Inn

Trip Generation Method	Generated Trips	ITE Reference – Land Use 310	Number of Rooms	Number of Occupied Rooms
By Rooms/Weekday/AM Peak Hour Generator	43 Trips	ITE page 583	72	---
By Rooms/Weekday/PM Peak Hour Generator	44 Trips	ITE page 584	72	---
By Rooms/Saturday/ Peak Hour Generator	52 Trips	ITE page 586	72	---
By Rooms/Sunday/ Peak Hour Generator	41 Trips	ITE page 588	72	---
By Occupied Rooms /Weekday/AM Peak Hour Generator	50 Trips	ITE page 574	---	72
By Occupied Rooms/Weekday/PM Peak Hour Generator	55 Trips	ITE page 575	---	72
By Occupied Rooms /Saturday/ Peak Hour Generator	63 Trips	ITE page 577	---	72
By Occupied Rooms /Sunday/ Peak Hour Generator	54 Trips	ITE page 579	---	72

See Appendix B for a copy of the ITE Trip Generation, 9th Edition Data Plot and Equation pages listed in Table 2.

In addition to the Level of Service (LOS) and capacity analyses, a sight distance analysis was performed for the proposed development driveways, and an accident analysis was performed for the immediate study area. A lane analysis was performed on Barlow Road at the development driveway location to see if exclusive left-turn/right-turn lanes will be warranted due to the site-generated traffic. An analysis was also performed on the proposed site driveways to assess geometry, number and use.

Results of Analyses

Level of Service (LOS) and Capacity Analyses

Table 3 summarizes the results of the Level of Service (LOS) analyses for the existing conditions, No-Build and Build scenarios:

**Table 3. Level of Service (LOS)/Delay (Seconds) Summary
PM Peak Hour of Traffic - Intersections in the Study Area**

Intersection	Existing (Baseline) 2015	Opening Day (No- Build) 2015	Opening Day (Build) 2015	Design Year (No- Build) 2035	Design Year (Build) 2035
SR 91/Barlow	C/29.1	C/29.1	C/30.4	C/29.1	C/30.4
Barlow/Holland	A/9.8	A/9.8	A/10.0	A/9.8	A/10.0
Barlow/Wallhouse Driveway	-	-	B/10.9	-	B/10.9
Barlow/Weeping Willow	B/10.5	B/10.5	B/10.7	B/10.5	B/10.7
Barlow/Nicholson	B/11.1	B/11.1	B/11.3	B/11.1	B/11.3
Barlow/Williamsburg	A/9.1	A/9.1	A/9.2	A/9.1	A/9.2
Barlow/Terex	F/331.6 (EB)	F/331.6 (EB)	F/404.8 (EB)	F/331.6 (EB)	F/404.8 (EB)

Note: The complete capacity analysis reports can be found in the Technical Appendix.

Due to the fact that the buildings on the proposed development site are currently empty, the existing base volumes and No Build volumes at the site driveway are equal to zero. For this reason there is no capacity measure represented for these conditions in the preceding table.

As can be seen, the intersection of Barlow and Terex currently functions at an unacceptable Level of Service – LOS F during the PM peak hour of traffic in the eastbound direction. The additional site traffic is expected to increase the delay to vehicles on this approach by 73 seconds (22.0%) however, the Level of Service eastbound is expected to remain at a LOS F. In other words, the addition of the proposed site traffic, if it does not vary from that which is represented in this report, will not deteriorate the function of the existing intersection.

Table 4 below summarizes the expected changes in delay and Levels of Service to the side streets in the study area due to the addition of the development traffic:

Intersection	Change in Delay (seconds)	Percent Change in Delay (%)	Change in Level of Service
SR 91/Barlow	+1.3	+4.5%	No Change
Barlow/Holland	+0.2	+2%	No Change
Barlow/Weeping Willow	+0.2	+2%	No Change
Barlow/Nicholson	+0.2	+2%	No Change
Barlow/Williamsburg	+0.1	+1%	No Change
Barlow/Terex	+73.2	+22%	No Change

The data in Tables 3 and 4 demonstrates that the supplication of new traffic from the proposed development will not change the Levels of Service (LOS) of the study intersections for the Opening Year (2015) Build conditions or the Design Year (2035) Build conditions based on the traffic volumes in this report.

Sight Distance Analysis

The proposed site is located on the north side of Barlow Road adjacent to an existing railroad track. Due to the grade of Barlow Road at the railroad crossing, a sight distance

analysis was conducted for the two (2) driveways of the proposed site. The driveways are located approximately 263.14 feet east of the railroad crossing and 600 feet east of the railroad crossing respectively.

Barlow Road in the study area has a posted speed of 35 miles per hour. This translates to a *design speed* of 40 miles per hour. According to the Ohio Department of Transportation Location and Design Manual – Section 200, the sight distance required for a passenger car completing a right turn from a stop onto a 40 mile-per-hour roadway is 385 feet. The sight distance required for a passenger car completing a left turn from a stop onto a 40 mile-per-hour roadway is 445 feet.

The Location and Design Manual specifies that a driver waiting on a side-street (driveway) should be able to see a vehicle approaching from either direction on the major roadway when his/her eye is located 14.4 feet to 17.8 feet from the edge of the traveled way. Furthermore the drivers' eye should be located 3.5 feet from the ground and should be able to see a 3.5 feet high object in the roadway. The vehicle that the field measurements were taken in is a Mitsubishi Eclipse, which is a small to mid-size vehicle. A driver sitting in this vehicle has his/her eye at 3.5 feet above the ground. In other words, the vehicle used for the field measurements approximated the position of a seated driver in a typical passenger vehicle. The field vehicle was located so that the driver's eye was 18 feet from the northern edge line of the westbound pavement Barlow Road. The field vehicle was located in the proposed driveway location at this time.

A 3.5 foot tall post/traffic cone was placed at various intervals along Barlow Road and the intersection sight distances from the test vehicle were recorded. In turn, the post/cone was placed at the driveway location and measurements were taken along Barlow Road eastbound and westbound to check for stopping sight distance. This procedure is an accepted practice used to measure the sight distances in the field.

The goal was to assess if vehicles turning out of the site driveways would have clear sight distances east and west along Barlow Road. The field measured values were compared to the guidelines set forth in the Location and Design Manual (see appendix).

The available intersection sight distance to the west at this location was measured in the field to be approximately 275 feet, which is not adequate. According to the Ohio Department of Transportation Location and Design Manual – Section 200, if the

intersection sight distance cannot be provided, then the stopping sight distance for a vehicle on the major roadway should be provided at a minimum. The stopping sight distance for a vehicle traveling 40 miles per hour is 305 feet. The available stopping sight distance on Barlow Road eastbound to the intersection of the westernmost proposed site driveway is approximately 317 feet. The location of the westernmost proposed site driveway meets the guidelines set forth in ODOT's Location and Design Manual for Stopping Sight Distance.

The easternmost proposed site driveway is located approximately 600 feet east of the existing railroad crossing. The available sight distance to the west at this location was measured in the field to be approximately 650 feet. This exceeds the required 445 feet of sight distance for a passenger car making a left turn from a stop condition on to a 40 mile-per-hour roadway. The location of the easternmost proposed site driveway meets the guidelines set forth for Intersection Sight Distance in ODOT's Location and Design Manual.

The available sight distance to the east measured from the easternmost proposed site driveway was found to be 550 feet. The available sight distance to the east measured from the westernmost proposed site driveway was found to be 800 feet. These measurements exceed the 385 feet of sight distance required along a 40 mph roadway for a vehicle to make a right turn from a stop condition. This means that a vehicle turning right out of either proposed site driveway will have more than enough sight distance along Barlow Road to enter the flow of traffic.

Excerpts on intersection sight distance and stopping sight distance from the ODOT Location and Design Manual have been included in the Technical Appendix at the end of this report.

Accident Analysis

An accident analysis was conducted on Barlow Road in the area of the proposed development. Although the immediate study area would include Barlow Road west to the railroad tracks, the accident analysis extended an additional 350 feet west in order to address residential accident concerns.

The analysis spanned the most recent three (3) years of accident data available from the Ohio Department of Public Safety (ODPS). According to ODOT's standard practices, all traffic data used in traffic studies shall be "up-to-date" (have been collected within the last three (3) years). For this reason accident data from 2012 to 2014 was utilized for this analysis. The accident analysis was conducted on Barlow Road from 350 feet west of the railroad tracks to approximately 700 feet east of the railroad tracks. This area encompassed the entire frontage of the proposed development (including the site driveways), the driveway to the Heritage of Hudson on the south side of Barlow Road, the driveway to address 1170 on the south side of Barlow Road, and the driveway to address 1151 on the north side of Barlow Road. A diagram showing the accident study area can be found in the Technical Appendix at the end of this report.

During the period of time studied, three (3) accidents occurred in the study area. All of the accidents occurred approximately 200 feet west of the railroad tracks in front of 1170 Barlow Road.

The summary of accidents is as follows:

1. A "Fixed Object" accident occurred on November 15, 2012. This accident occurred on a Thursday at 9:00 PM and the driver hit a utility pole. The driver was travelling from east to west and was speeding at 45 mph. Alcohol was suspected to be a factor in this accident and the driver was charged with "reckless operation". The night was cloudy, the pavement was dry, and the driver was injured.
2. A "Deer Hit" accident occurred on February 22, 2014. This accident occurred on a Saturday at 10:00 PM. The driver was travelling from west to east at 25 mph. The night was clear and the pavement was dry. Only property damage occurred from this accident.
3. A "Fixed Object" accident occurred on March 17, 2014 (St. Patrick's Day). This accident occurred on a Monday at 3:00 PM and the driver hit a utility pole. The driver was travelling from east to west and was speeding at 45 mph. Alcohol/drugs were factors in this accident and the driver was charged with "failure to control". The driver was arrested for OVI. The night was clear and the pavement was dry. Only property damage occurred from this accident.

All of the accidents that occurred in the study area from 2012 through 2014 involved one vehicle and occurred in front of address 1170 Barlow Road (approximately 200 feet west of the railroad tracks). Two (2) of the three (3) accidents that occurred involved a speeding vehicle and alcohol use. The best way to combat this type of accident is through enforcement.

There does not appear to be an accident problem in the study area. Copies of the accident reports can be found in the Technical Appendix at the end of this report.

Barlow Road Lane Warrant Analysis

Lane warrant analyses were performed for Barlow Road at the proposed site driveway location to see if exclusive left-turn or right-turn lanes will be warranted for the generated site traffic. The analysis was performed assuming that the *entire generated site volume* was exiting/entering a single driveway. This condition simulates a “worst case scenario”. The accepted practice for warranting exclusive turn lanes at an unsignalized intersection is found in ODOT’s Location and Design Manual Volume 1.

To assess whether or not an exclusive left-turn lane is warranted on the through-approach of a roadway, ODOT compares the amount of advancing traffic (including the left-turn traffic) to the opposing through/right traffic on a roadway during the peak hour. The warrant also takes into account the percentage of advancing traffic that is expected to be left-turns and the speed limit of the roadway. A graph is used to plot the traffic volumes and the percentage of left turn volume.

To assess whether or not an exclusive right-turn lane is warranted on the through-approach of a roadway, ODOT compares the amount of advancing traffic to the right-turn traffic on a roadway during the peak hour. The warrant also takes into account the speed limit of the roadway. A graph is used to plot the traffic volumes.

Per ODOT’s Location and Design Manual Volume 1 – Section 400 – Intersection Design, the site generated traffic does not warrant an exclusive left-turn lane in the eastbound direction or an exclusive right-turn lane in the westbound direction. The completed exclusive turn-lane warrant graphs can be found in the Technical Appendix at the end of this report.

Site Driveway Analysis

The proposed site plan includes two (2) access driveways to the development. Two (2) driveways were designed in order to provide safe access to both patrons and service/emergency vehicles, and to optimize the traffic circulation on-site.

According to the analyses performed, the site driveways provide adequate capacity for the expected volumes of traffic and are expected to function at an acceptable Level of Service (LOS) in the future. Therefore the proposed geometry of the site driveways is adequate.

Stop signs are not required on the approaches to the proposed access driveways. According to The Ohio Revised Code, the driver of a vehicle emerging from a driveway must stop prior to driving onto a sidewalk to check for clear right of way before proceeding.

Summary and Recommendations

Barlow Road and Terex Road Intersection

Functionality issues currently exist at the intersection of Barlow Road and Terex Road and are not due to the projected development traffic. This intersection currently functions at an unacceptable Level of Service – LOS F. Although the additional site traffic is expected to increase the average delay for eastbound vehicles during the PM peak hour of traffic, the Level of Service is expected to remain the same.

Level of Service/Capacity

The supplantation of new traffic from the proposed development does not significantly change the Levels of Service (LOS) of the study intersections for the Opening Year (2015) Build conditions or the Design Year (2035) Build conditions.

Proposed Site Driveways

The easternmost proposed development driveway exceeds the guidelines for Intersection Sight Distance as set forth in ODOT's Location and Design Manual.

Although the *intersection sight distance* is not met at the westernmost proposed driveway due to the grade at the railroad tracks, the *stopping sight distance* for traffic on

CT Consultants, Inc.

Barlow Road eastbound is met for this driveway. This means that a vehicle travelling 40 mph on Barlow Road eastbound will be able to see a vehicle entering the roadway from the westernmost development driveway and slow down if necessary in order for that vehicle to travel eastbound. This meets the minimum guidelines for sight distances set forth in ODOT's Location and Design Manual.

Vehicles exiting the proposed development driveways and heading west on Barlow Road are not affected by the sight distance over the railroad tracks. This is because the railroad tracks are located west of the proposed site. Vehicles completing a right turn out of either proposed site driveway require 385 feet of sight distance to the east in order to enter the traffic flow on Barlow Road. The available sight distance along Barlow Road at the easternmost site driveway is 550 feet to the east. The available sight distance along Barlow Road at the westernmost site driveway is 800 feet to the east. In other words, there is more than enough sight distance along Barlow Road for vehicles to turn right out of both proposed development driveways.

Although the required stopping sight distance along Barlow Road in the eastbound direction is exceeded for a vehicle making a left-hand turn out of the proposed westernmost development driveway, LTC is willing to make this driveway a "right-in/right-out" access. This would be done in order to preserve the second means of ingress/egress to the development.

Two (2) development driveways are critical to on-site traffic flow for patrons, service vehicles, and emergency vehicle access. In fact, the Hudson Fire Department has indicated its preference for two (2) means of ingress/egress to/from the development site (see email dated November 10, 2014 from Shawn Kasson to T. David Mitchell included in the Technical Appendix at the end of this report.) A second access is further recommended due to the planned reconstruction of Barlow Road. This construction project is expected to negatively impact access to the proposed development. Providing two (2) access driveways will ensure safe ingress/egress to the development during construction and in the future.

Stop signs are not required on the approaches to the proposed access driveways. According to The Ohio Revised Code, the driver of a vehicle emerging from a driveway must stop prior to driving onto a sidewalk to check for clear right of way before proceeding.

Accidents

Between 2012 and 2014 three (3) accidents occurred along Barlow Road within 1,000 feet of the development. One (1) accident was a deer hit. The other two (2) accidents involved speeding and alcohol. All three (3) of the accidents occurred 200 feet west of the railroad tracks in front of address 1170 Barlow Road. Enforcement is the best way to combat speed/alcohol related accidents.

There does not appear to be an accident problem in the study area.



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

MEMORANDUM

Date: July 6, 2015
To: Greg Hannan – Community Development
From: Thomas J. Sheridan P.E., P.S. – Hudson City Engineer
Re: 2015-16 Wallhouse Inn – Second Access Driveway

A handwritten signature in black ink, appearing to be "T. Sheridan", written over the "From:" line.

At the request of the Community Development Department regarding the above referenced second access driveway, the City of Hudson Engineering Department has reviewed the traffic impact study submitted in April, 2015 by CT Consultants for the above referenced site.

The City of Hudson Engineering Department has no concern with the second driveway provided a raised vertical curbed island with the proper radii and proper signage/markings is approved by the City Engineer. The driveway shall conform to the Ohio Dept. of Transportation Location and Design Manual 401-13ae or 401-13be (as applicable) for rural roadways (uncurbed w/o right turn lane) and the detail shall be included in the plans/construction at the property owner's expense to establish a permanent right-in right-out driveway at this location. The developer shall also coordinate the design/construction of these site improvements with the design & construction of the proposed City of Hudson Improvement Project that is currently under design for Barlow Road by the City's consultant.

Hannan, Greg

From: Kasson, Shawn
Sent: Monday, November 10, 2014 2:38 PM
To: T. David Mitchell
Cc: Hannan, Greg; Varnes, Jerry
Subject: RE: The Wallhouse Inn-Hudson, 1213 W. Barlow Road

David –

Thanks for forwarding this information to me for review. You are correct that fire officials prefer and generally support having multiple points of fire apparatus access to the properties that we are responsible for protecting. In fact, there are certain conditions in which the Ohio Fire Code (OFC) and City of Hudson Land Development Code (LDC) *require* that more than one point of fire apparatus access be provided. In the case of the proposed Wallhouse Inn, having two points of fire apparatus access would be *desirable*, but not necessarily required by the OFC and LDC as presently proposed. Changes to the proposal and/or future development on this or adjacent parcels *may* require that multiple points of fire apparatus access be provided. I would be happy to meet with you and your design team to assist in determining the most appropriate means of providing compliant fire apparatus access to both the proposed Wallhouse Inn and future development on this and adjacent parcels.

I hope that this information is helpful. Please contact me with any questions.

Regards,

Shawn

Shawn Kasson

Shawn Kasson

Fire Marshal

Hudson Fire Department

40 South Oviatt Street

Hudson, Ohio 44236

Phone: 330.342.1869

Email: skasson@hudson.oh.us

From: T. David Mitchell <TDMitchell@brenner-law.com>
Sent: Saturday, November 08, 2014 8:12 AM
To: Kasson, Shawn
Subject: Re: The Wallhouse Inn-Hudson, 1213 W. Barlow Road

Shawn: Your input would be helpful for Monday night's Planning Commission meeting. Thanks.

Sent from my iPhone

On Nov 7, 2014, at 5:30 PM, "Kasson, Shawn" <SKasson@hudson.oh.us> wrote:

David –

Thanks for forwarding this information to me for review. I will review the submittal and get back to you next week.

Regards,

Shawn

Shawn Kasson
Fire Marshal
Hudson Fire Department
40 South Oviatt Street
Hudson, Ohio 44236
Phone: 330.342.1869
Email: skasson@hudson.oh.us

From: T. David Mitchell [<mailto:TDMitchell@brenner-law.com>]
Sent: Thursday, November 06, 2014 10:12 AM
To: Kasson, Shawn
Subject: The Wallhouse Inn-Hudson, 1213 W. Barlow Road

Shawn: Per my voicemail to you earlier this morning, I am seeking your input as to whether the Fire Department would prefer that a facility of this type be served by one or two means of ingress/egress. I have attached a copy of the site plan. Staff has recommended deleting the western-most driveway altogether. I know through meetings with zoning and fire department officials throughout Northeast Ohio that, at least with respect to nursing home/assisted living facilities, they prefer almost universally that the developer provide two means of ingress/egress to a public right of way if at all possible to facilitate access to the facility in the event one drive is inaccessible for some reason. Please let me know your thoughts. Thank you for your feedback.

<image001.jpg>

30050 Chagrin Blvd.	
Suite 100	
Pepper Pike	
T. David Mitchell	Ohio 44124-5704
Partner	
	Tel: (216) 292-5555
	Fax: (216) 292-5511
Email: tdmitchell@brenner-law.com	Web: www.brenner-law.com

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BRENNER KAPROSY
MITCHELL, L.L.P.

30050 Chagrin Blvd.
Suite 100
Pepper Pike
Ohio 44124-5704

T. David Mitchell

Partner

Tel: (216) 292-5555

Fax: (216) 292-5511

Email: tdmitchell@brenner-law.com

Web: www.brenner-law.com

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

July 1, 2015

RE: PC 2015-16- Modification to Site Plan approved in 2014-17 for the Wallhouse Inn

Mr. Mitchell-

Thank you for your submission of the site plan modification application for the Wallhouse Inn to be located at 1213 Barlow Road. The application has been placed on the Planning Commission (PC) agenda for the July 13, 2015 meeting. In preparation for such, I am forwarding preliminary comments related to compliance with the Land Development Code (LDC). Our goal is to provide you an opportunity to respond to the below comments by July 6, 2015. We will revise the comments accordingly for the staff report scheduled to be issued on July 8, 2015. Additionally I am available to meet and review the comments at your convenience.

Scope of proposal:

1. The application proposes to establish the secondary access previously proposed to the Planning Commission per 2014-17 with restricted right in right out access.
2. No other site alterations are proposed at this time from the site plan previously approved by the PC on November 10, 2015.
3. The PC decision conditions from Case 2014-017 are still applicable to the requested project and must be addressed prior to the release of a zoning approval from the City of Hudson.

1205.11 District 8: Industrial/Business Park

Vehicular Access/Driveway Curb Cuts

Required: Driveways shall be minimized through consolidation, shared driveways, or other means

Proposed: The site is proposed with two access points. One aligned with the Heritage of Hudson access and a second access 330 feet further west. At the November 2014 PC meeting the commission discussed the potential sightline concerns with vehicles approaching from the west, and concerns with the full traffic report not having been completed and reviewed by the City Engineer.

Section 1207.18 Zoning Development and Site Plan Standards for Districts 6 and 8

Access, Circulation, and Traffic Analysis – A traffic impact analysis was submitted to the City of Hudson on March 6, 2015. City Engineer Thom Sheridan accepted the report findings per correspondence of April 28, 2015 noting requested revisions had been addressed.

Staff recommends the right in right out access be restricted with appropriate signage and barriers to restrict left turn movements subject to acceptance by the City Engineer.

Department Comments

Public Works Superintendent Tom Munn provides the following preliminary comments:

1. The extra driveway provides good access for service vehicles and public safety vehicles.
2. Landscape island configuration in main entrance driveway may be difficult for delivery trucks with current design.
3. My main concern with the project is adequate protection for the existing stream north of the building, including erosion protection and flood prevention. Stream bank will continue to erode south towards the access drive. Development should avoid disturbing the existing steep grade and stream bank area.

Engineering: Per the April 28, 2015 email from City Engineer Thom Sheridan, the traffic impact study findings were accepted as previous comments were addressed.

Fire Dept: Shawn Kasson, Fire Marshal, previously acknowledged a second access drive would be desirable per his email correspondence of November 10, 2014. Mr. Kasson has noted no additional comments at this time in association with the current application.

Please contact me for any assistance I can provide.

Sincerely,



Gregory P. Hannan, AICP
City Planner

CC: Mark Richardson, Community Development Director
Thom Sheridan, City Engineer

**CITY OF HUDSON
PLANNING
COMMISSION**

**CASE NO. 2014-17
SITE PLAN REVIEW
1213 BARLOW ROAD, PARCEL #3009936
DISTRICT 8**

DECISION

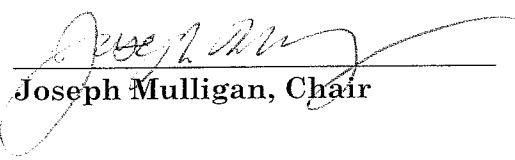
Based on the evidence and representations to the Commission by David Mitchell, representing the applicant and property owner, LTC Realty Development, LLC, 30050 Chagrin Blvd., Ste. 100, Pepper Pike, Ohio 44124, City staff and other interested parties, at a public hearing of the Planning Commission held at its Regular Meeting on November 10, 2014, the Planning Commission approved the site plan for Case 2014-17 for the The Wallhouse Inn, a lodging facility, to be located at 1213 Barlow Road according to the plans and information submitted on or about November 3, 2014 with the following conditions:

1. Continue the multipurpose path along the full frontage of the parcel with allowance for later construction of that portion east of the main entrance thereof subject to a submission of financial security acceptable to the City Solicitor.
2. The comments of City Engineer Thom Sheridan must be addressed per the October 27, 2014 correspondence.
3. Submit a traffic impact study and install applicable improvements as may be recommended in the study and required by City Engineer Thom Sheridan per the correspondence of October 27, 2014.
4. Remove the western access drive from the proposed improvements.
5. Continue the front yard landscaping eastward 170 feet to the western edge of the circa 1828 structure.
6. Planning Commission accepts the recommendation of the Design Subcommittee for Development in Districts 6 and 8 and approves the project design with suggestions for consideration of gable ends instead of the proposed hip roof ends and consideration of doghouse dormers instead of the proposed arched dormers.
7. The comments of Fire Inspector Shawn Kasson must be addressed per the August 29, 2014 correspondence.
8. Removal or relocation of the covered patio proposed for the north side of the building to a location outside of the tank battery radius.
9. Addition of buffer landscaping west of the Flood Company house along the curved driveway equivalent to the landscaping buffer along the south property line in front of the building.
10. Redesign the eastern parking lot to eliminate single-loaded parking aisles.
11. Staff is authorized to approve signage and associated minor revisions to the site and architectural design.
12. 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.

13. 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.

Dated: November 10, 2014

**CITY OF HUDSON
PLANNING COMMISSION**



Joseph Mulligan, Chair

**CITY OF HUDSON
PLANNING
COMMISSION**

**CASE NO. 2014-17
CONDITIONAL USE
1213 BARLOW ROAD, PARCEL #3009936
DISTRICT 8**

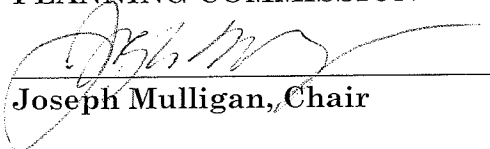
DECISION

Based on the evidence and representations to the Commission by David Mitchell, representing the applicant and property owner, LTC Realty Development, LLC, 30050 Chagrin Blvd., Ste. 100, Pepper Pike, Ohio 44124, City staff and other interested parties, at a public hearing of the Planning Commission held at its Regular Meeting on November 10, 2014, the Planning Commission approved the conditional use for Case 2014-17 for the The Wallhouse Inn, a lodging facility, to be located at 1213 Barlow Road according to the plans and information submitted on or about November 3, 2014 with the following conditions:

1. The approval is based upon a hotel not to exceed 72 rooms as proposed.
2. The approval is based upon a plan in general configuration to the site plan submitted and reviewed with this application.
3. The approval is subject to the preparation by the City Solicitor of Conclusions of Fact relating to this motion.

Dated: November 10, 2014

**CITY OF HUDSON
PLANNING COMMISSION**


Joseph Mulligan, Chair