

RESOLUTION NO. 126-2025

A Resolution Approving a Major Modification to the Planned Residential Development for Application No. 25OLMT-DEV00002 (Valore Properties, Inc.)

Cuyahoga County, Ohio

Be it Resolved by the Township Trustees of Olmsted Township, that

WHEREAS, Application No. 25OLMT-DEV00002 and the related Major Modification to an approved Planned Residential Development, as described below, came before the Olmsted Township Board of Trustees for consideration on the 4th day of December, 2025; and

WHEREAS, Application No. 25OLMT-DEV00002 was submitted by Valore Properties, Inc., for Permanent Parcel No. 262-13-011, seeking a major modification to the originally approved Planned Residential Development, specifically affecting Phase 2B and Phase 5, which previously included 32 lots at 80-foot widths; and

WHEREAS, the revised development plan combines both phases and proposes 41 lots at 60-foot widths; and

WHEREAS, on November 20, 2025, the Olmsted Township Zoning Commission recommended approval of Application No. 25OLMT-DEV00002, subject to conditions; and

WHEREAS, after a duly noticed and conducted public hearing, the Board of Trustees has reviewed the Zoning Commission's recommendation, the submitted plans, and all supporting documentation, and finds that the application meets the intent and applicable standards of the Olmsted Township Zoning Resolution;

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of Olmsted Township, Cuyahoga County, Ohio, that the Board of Trustees hereby approves the major modification to the Planned Residential Development for Application No. 25OLMT-DEV00002, submitted by Valore Properties, Inc., for Permanent Parcel No. 262-13-011, combining Phase 2B and Phase 5 into a single development consisting of 41 lots at 60-foot widths, subject to the following conditions:

1. As a condition of this approval, the developer shall establish a binding agreement with a qualified third-party conservancy or land-trust organization, subject to review and approval by Olmsted Township. The conservancy organization shall monitor, document, and enforce the ongoing protection of wetlands and wetland setback areas located within the designated preservation zones identified in the approved plans. This oversight and enforcement arrangement shall remain in place for the duration of the protected area's existence and shall be recorded, as applicable, to ensure long-term compliance by all present and future property owners.
2. This approval is further conditioned upon the developer incorporating and clearly depicting access easements on the development plans that provide adequate access for maintenance, repair, and operation of all common areas and stormwater management facilities, including ponds. These easements shall be reviewed and approved by the

Cuyahoga County Planning Commission to ensure that they are sufficient for long-term maintenance and operational needs.

3. This approval is also conditioned upon the developer reducing the length of the southernmost cul-de-sac to meet the requirements of the Cuyahoga County Land Development Regulations or, alternatively, obtaining a modification approval from the Cuyahoga County Planning Commission authorizing a greater cul-de-sac length.
4. This approval does not include or authorize any landscaping changes proposed within Phase 2A.
5. This approval applies only to the documents and plan sheets submitted as part of the application, including the application documents signed and dated October 24, 2025; Sheet C-003 dated November 12, 2025; Sheet C-004 dated November 10, 2025; Sheet C-005 dated December 1, 2025; and the Traffic Impact Analysis dated November 7, 2025.

BE IT FURTHER RESOLVED, that it is hereby found and determined that all formal actions of this Board of Township Trustees concerning and relating to the adoption of this Resolution were adopted in an open meeting of this Board, and that all deliberations of this Board and any of its committees that resulted in such formal action were in a meeting open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

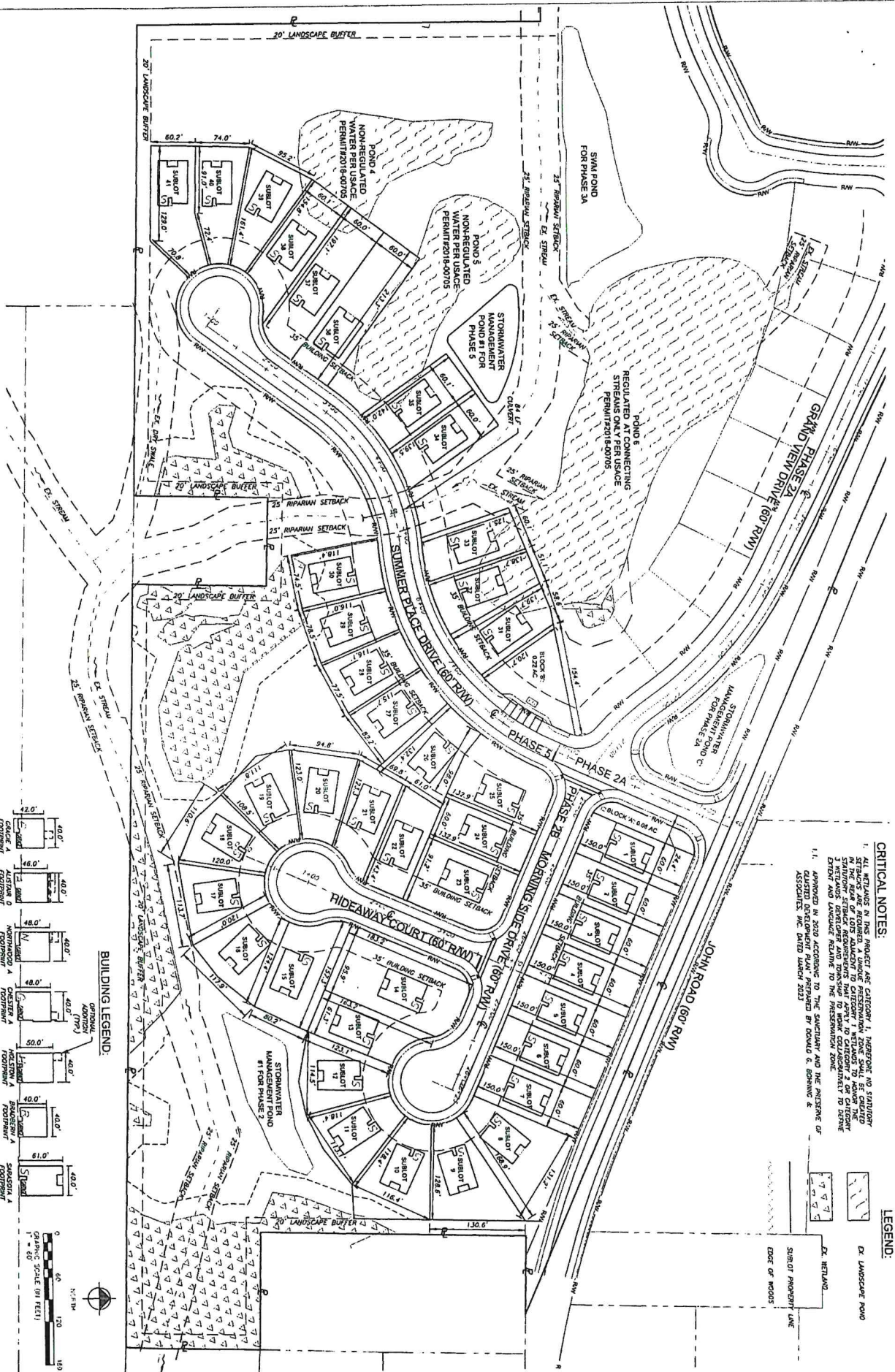
Adopted the 4TH day of DECEMBER, 2025

Attest:

Brian W. Guttuso
Township Fiscal Officer

[Signature]
Tom [Signature]
[Signature]
Township Trustees

Exhibit A



PHASE 5
OVERALL
DIMENSION PLAN
C-004

PREPARED FOR
VALORE PROPERTIES
23550 CENTER RIDGE ROAD
WESTLAKE, OHIO 44115
PH. NO. (440) 331-1900
FAX NO. (440) 331-3140

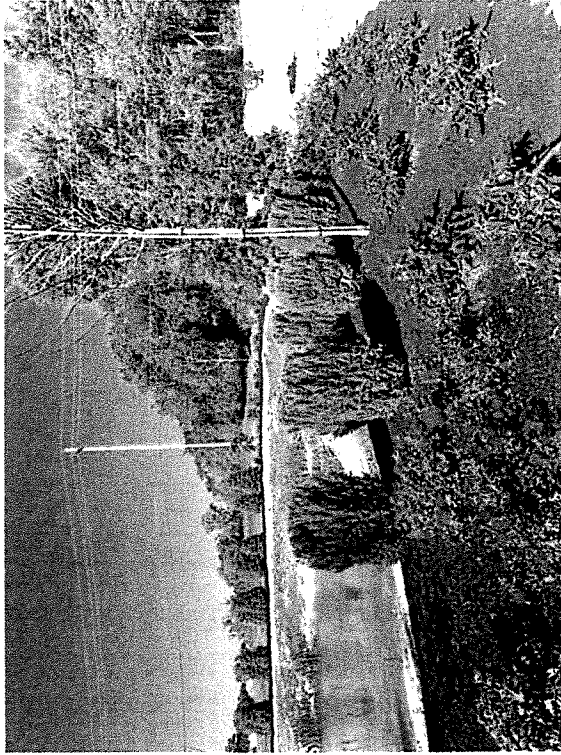
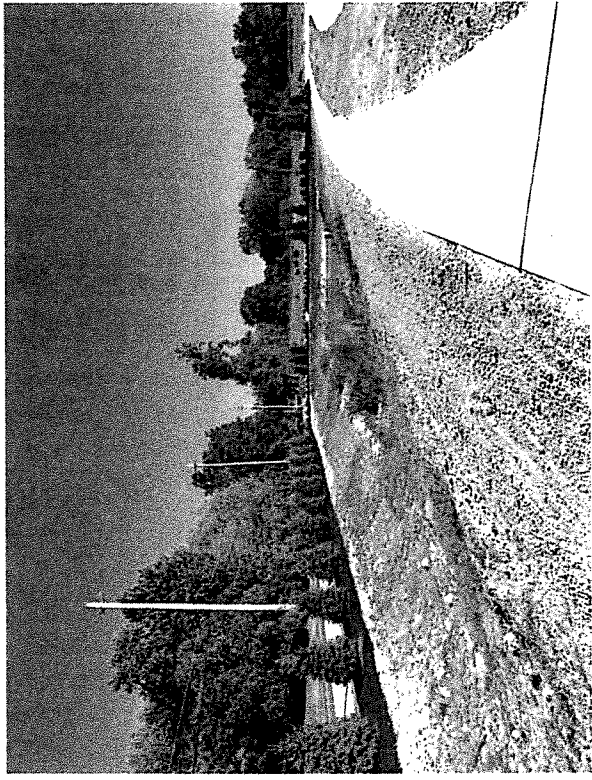
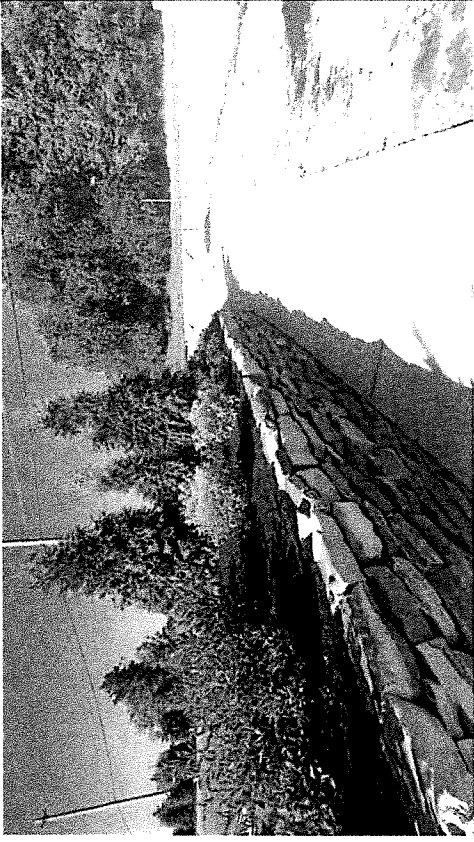
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THE SANCTUARY
OF OLMDST
for DREES HOMES & VALORE BUILDERS



CRITICAL NOTES:

1. ALL DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCE OF THE TOWNSHIP OF OLDEST, OHIO.
2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.
3. THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING UTILITIES AND STRUCTURES.
4. THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING LANDSCAPE AND PLANTINGS.
5. THE DEVELOPER SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING WATERSHEDS AND STREAMS.
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-



EXISTING LANDSCAPING AT ENTRANCE

TMS Engineers, Inc.

Transportation Management Services

2112 Case Parkway South, #7 • Twinsburg, Ohio 44087
www.TMSEngineers.com

November 7, 2025

Mrs. Maria Dinu
Valore Builders
23550 Center Ridge Road #101
Westlake, Ohio 44145

**Re: Proposed Housing Development
Olmsted Falls, Ohio
Trip Generation Analysis**

Mrs. Maria Dinu:

TMS Engineers, Inc. has performed the following trip generation analysis for a 5 additional houses for a proposed housing development. A Traffic Impact Study dated September 28, 2018 was performed for a housing development in Olmsted Falls. The original site plan contained 140 houses, the updated site plan contains 5 additional houses. The site generated traffic from these 5 additional houses will be calculated in this trip generation analysis. The development is located on the south side of John Road between Columbia Road and Fitch Road in Olmsted Falls, Ohio. (See Location Map, Figure 1).

The purpose of the trip generation analyses is to estimate the traffic that will be generated by the 5 additional houses. The site plan can be seen in Figure 2. The following are the results of our trip generation analysis.

SITE GENERATED TRAFFIC

Calculating future total driveway trips requires an estimate of the traffic generated by the proposed development. The most widely accepted method of determining the amount of traffic that the proposed development will generate is to compare the proposed land use with existing facilities of the same use. The Institute of Transportation Engineers (ITE) has prepared a document titled "Trip Generation Manual", which is a compilation of similar traffic generation studies to aide in making such a comparison. The most recent update of this manual is the 12TH edition and was utilized for this analysis.

The proposed housing development is expected to consist of the following land use:

- **Single-Family Detached Housing (LU #210)**

PROPOSED TRIP GENERATION CALCULATIONS

Trip generation calculations were performed utilizing data contained in the **Trip Generation Manual, 12TH Edition** and the methods outlined in the (ITE) **Trip Generation Handbook**. Based on the previously discussed trip generation analysis procedures, the table below shows the estimated site generated traffic during the AM and PM peak hours of the adjacent streets for the proposed housing development. The difference between a 145 unit housing development and a 140 unit housing development will provide the site generated traffic of the 5 additional houses. A copy of the trip generation worksheet can be seen in **Appendix A**.

NEW TRIP GENERATION

ITE TRIP GENERATION			TRIP ENDS			
ITE CODE	DESCRIPTION	DWELLING UNITS	Weekday AM Peak Hour of Adjacent Streets (Enter/Exit)		Weekday PM Peak Hour of Adjacent Streets (Enter/Exit)	
210	Single-Family Detached Housing	145	28	75	84	51
210	Single-Family Detached Housing	140	-27	-72	-81	-50
210	Single-Family Detached Housing	5	1	3	3	1
TOTAL NEW TRIPS			4		4	

The Single Family Detached Housing land use in the ITE **Trip Generation Manual** has been updated since the 2018 Traffic Impact study and the trips generated from a housing development this size is now slightly different. The difference is minimal and should not show significant changes in the impact on surrounding roadways.

CONCLUSIONS

The previous table shows that the proposed additional 5 houses are expected to generate a total of 4 trips in the AM peak hour and 4 trips in the PM peak hour. It is our opinion that, when the anticipated changes in traffic volumes are at these levels, the traffic generated by the additional houses should not have an impact on the surrounding street network system.

This opinion is based upon the fact that traffic impact studies are recommended to be performed by the **Institute of Transportation Engineers** whenever an increase in trips in any peak hour is greater than 100 trips per hour. This recommendation is made because this is the point where a change in roadway capacity may be found and mitigation may or may not be needed. The anticipated generated volumes from the additional houses are less than daily variations in the current volumes on the local roadway network and should not be perceived by the traveling public.

Mrs. Maria Dinu
November 7, 2025
Page 3

The Ohio Department of Transportation concedes that traffic studies are only necessary when the resulting trip increase is more than 60 trips in either of the peak hours. This is stated in their **State Highway Access Management Manual**. Since the additional houses are expected to generate less than 60 trips, it is our professional opinion that the change in the amount of generated traffic will **not** have an impact on the surrounding roadway network nor require a traffic analyses.

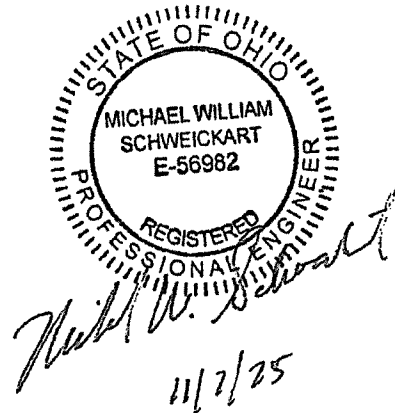
If you have any questions or need additional information, please do not hesitate to contact me.

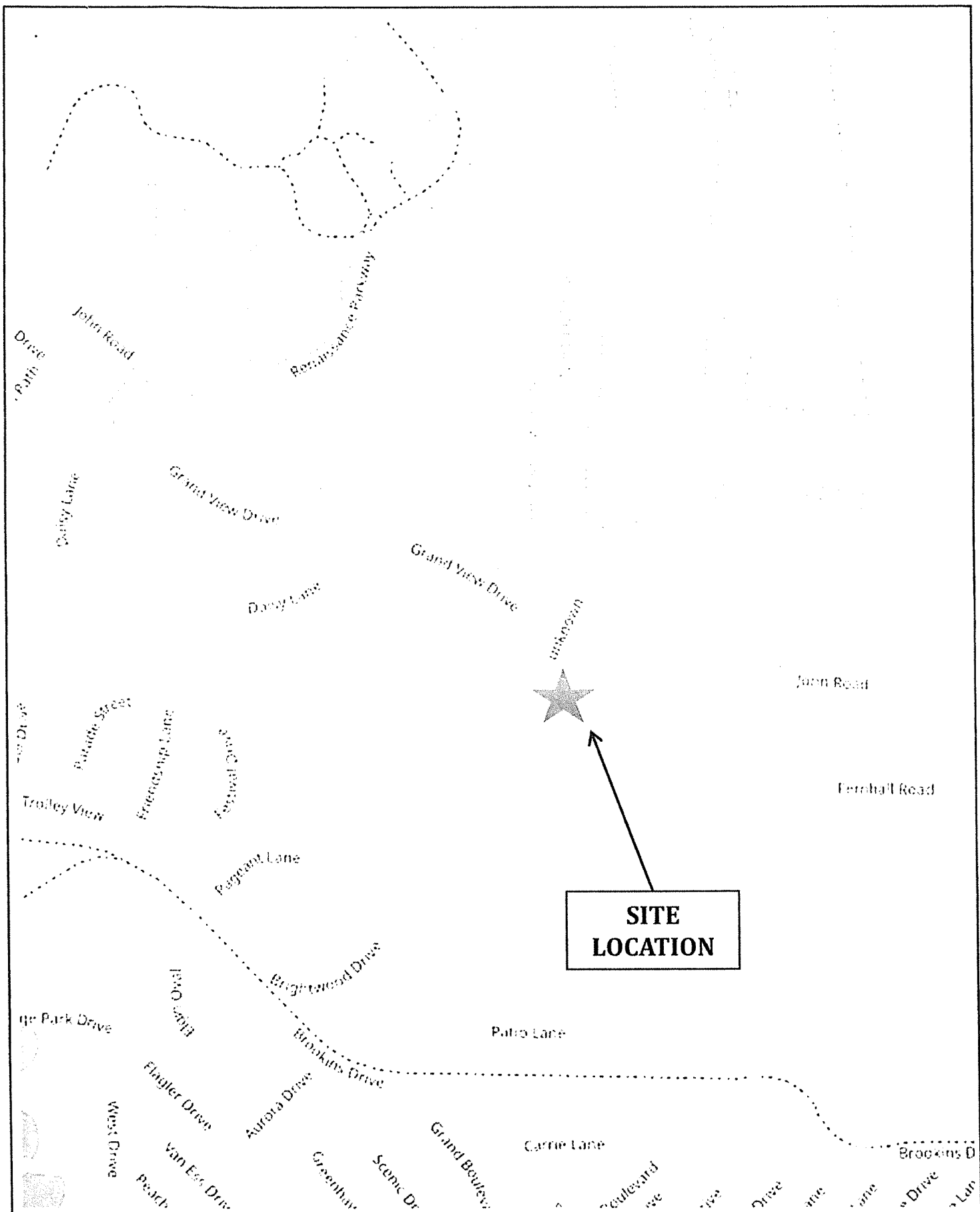
Very truly yours,

TMS Engineers, Inc.



Michael W. Schweickart, P.E., PTOE
President





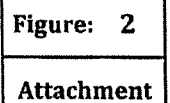
TMS Engineers, Inc.
2112 Case Parkway S., Unit 7,
Twinsburg, Ohio 44087
www.TMSEngineers.com

**Residential Sub-Division
Olmsted Falls, Ohio
Trip Generation Analysis**

Location Map

**↑
NORTH
NOT TO
SCALE**

**Figure: 1
Attachment**



Appendix A
Trip Generation Worksheets

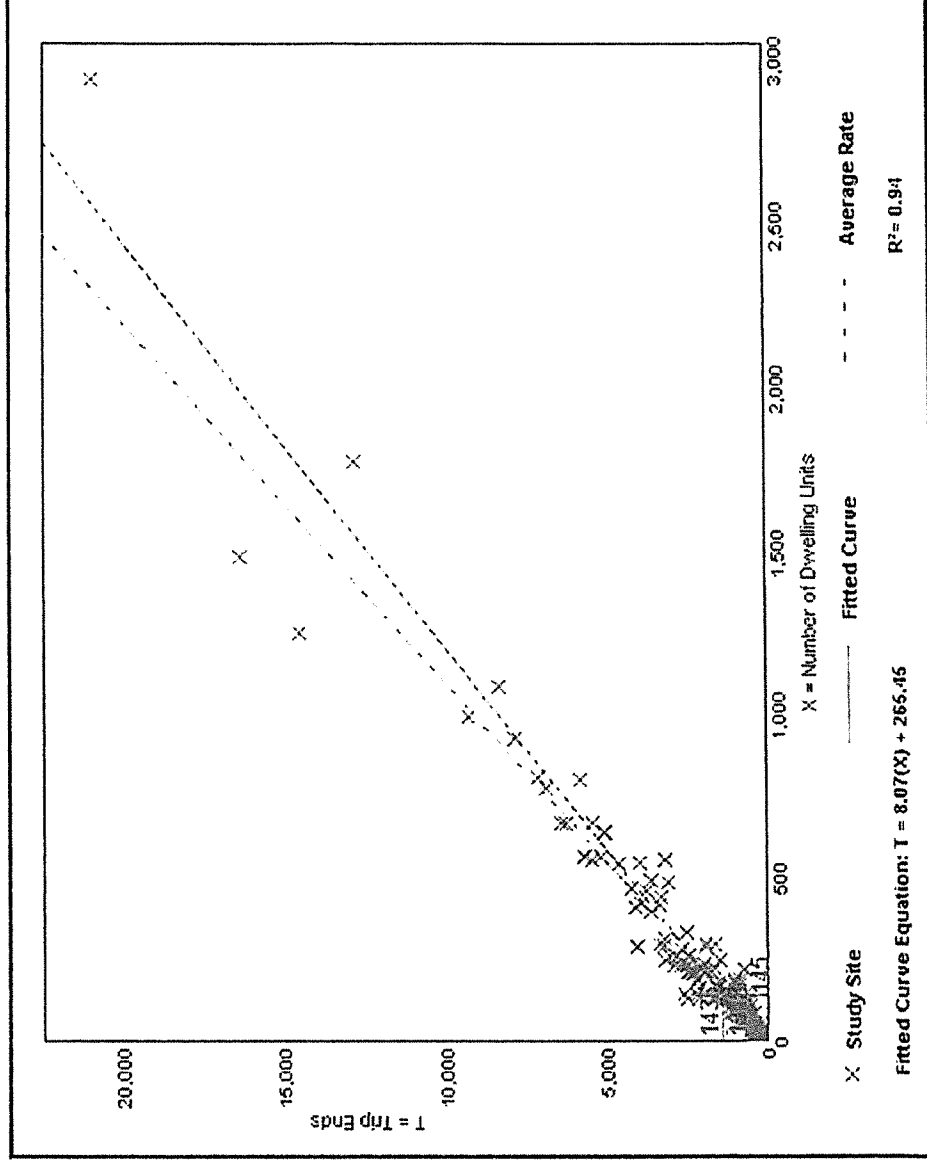
Single-Family Detached Housing – ITE CODE #210

Size: 145 Dwelling Units

WEEKDAY
Weekday

DATA STATISTICS	
Land Use:	Single-Family Detached Housing (210) (C101.00)
Description and Data Plots	
Independent Variable:	Dwelling Units
Time Period:	Weekday
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	155
Avg. Num. of Dwelling Units:	261
Average Rate:	9.09
Range of Rates:	3.47 - 23.80
Standard Deviation	2.29
Fitted Curve Equation:	$T = 8.07(X) + 265.45$
R^2	0.94
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 1318 (Total), 659 (Entry), 659 (Exit) Fitted Curve: 1436 (Total), 718 (Entry), 718 (Exit)

Data Plot and Equation



Trip Gen Manual, 12th Edition • Institute of Transportation Engineers

Date: 11/06/2025

WEEKDAY

Peak Hour of Adjacent Street Traffic: 7-9 AM

Single-Family Detached Housing – ITE CODE #210
Size: 145 Dwelling Units

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) CUE 100

Description and Data Plot

Independent Variable:
Dwelling Units

Time Period:
Weekday

Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
153

Avg. Num. of Dwelling Units:
239

Average Rate:
0.70

Range of Rates:
0.22 - 2.27

Standard Deviation:
0.26

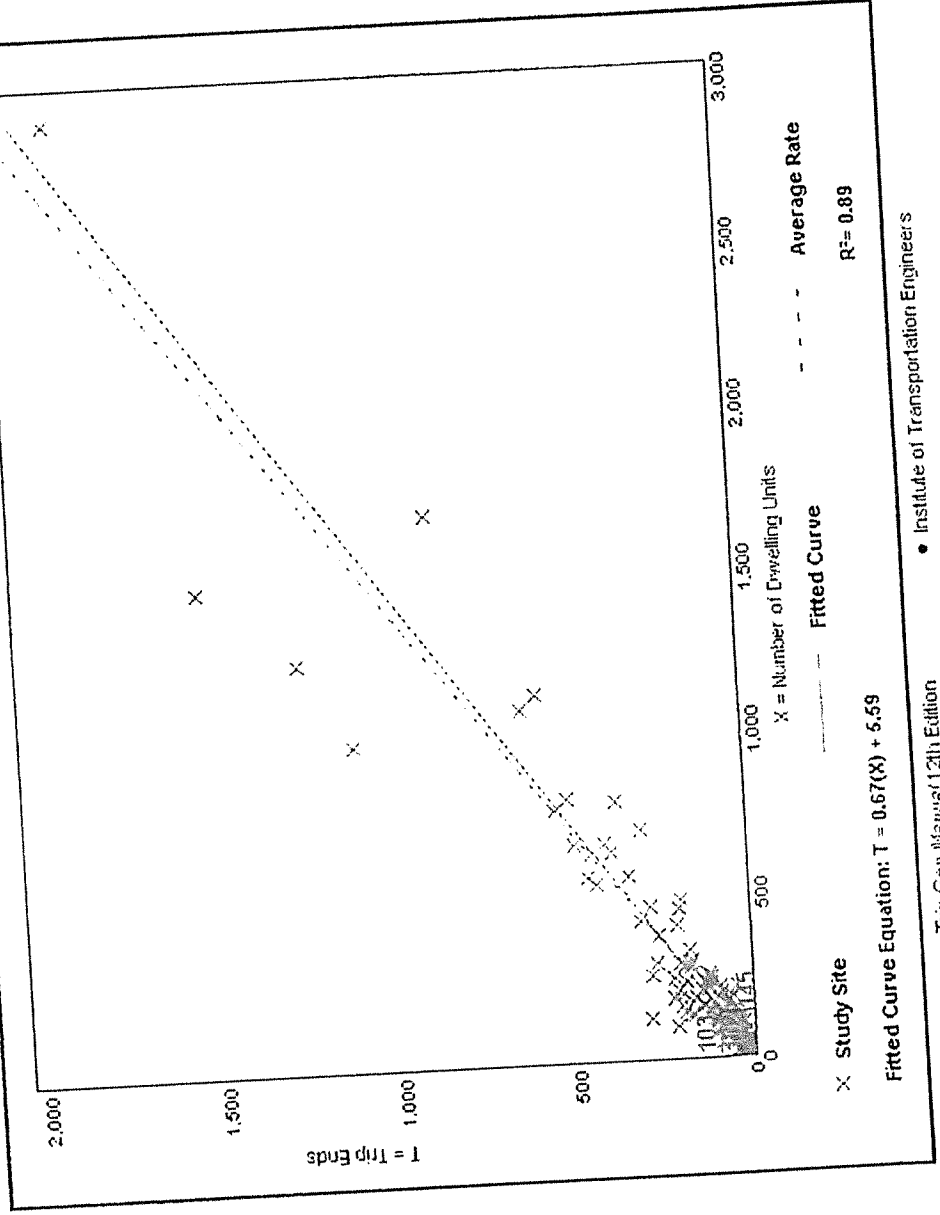
Fitted Curve Equation:
 $T = 0.67(X) + 5.59$

R^2 :
0.89

Directional Distribution:
27% entering, 73% exiting

Calculated Trip Ends:
Average Rate: 102 (Total), 27 (Entry), 75 (Exit)
Fitted Curve: 103 (Total), 28 (Entry), 75 (Exit)

Data Plot and Equation



Trip Gen Manual, 12th Edition

Institute of Transportation Engineers

Date: 11/06/2025

Single-Family Detached Housing – ITE CODE #210

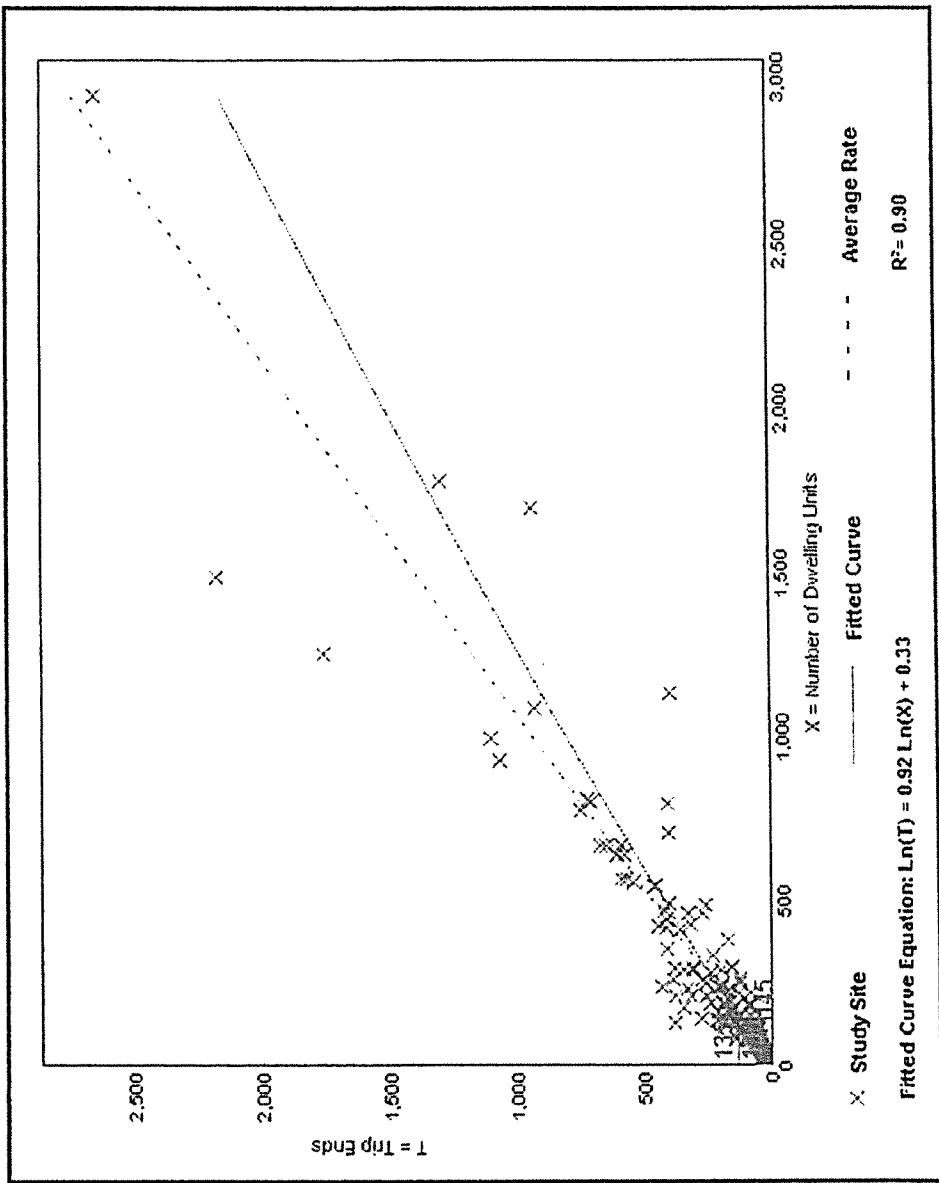
Size: 145 Dwelling Units

WEEKDAY

Peak Hour of Adjacent Street Traffic: 4-6 PM

DATA STATISTICS	
Land Use:	Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday
	Peak Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	186
Avg. Num. of Dwelling Units:	266
Average Rate:	0.93
Range of Rates:	0.35 - 2.98
Standard Deviation:	0.33
Fitted Curve Equation:	$\ln(T) = 0.92 \ln(X) + 0.33$
R^2	0.90
Directional Distribution:	62% entering, 38% exiting
Calculated Trip Ends:	Average Rate: 135 (Total), 84 (Entry), 51 (Exit) Fitted Curve: 135 (Total), 84 (Entry), 51 (Exit)

Data Plot and Equation



WEEKDAY
Weekday

Single-Family Detached Housing – ITE CODE #210
Size: 140 Dwelling Units

DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) City, Ind.

Description and Data Plots:

Independent Variable:

Dwelling Units

Time Period:

weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

155

Avg. Num. of Dwelling Units:

261

Average Rate:

9.09

Range of Rates:

3.47 - 23.80

Standard Deviation:

2.29

Fitted Curve Equation:

$T = 8.07(X) - 265.45$

R^2

0.94

Directional Distribution:

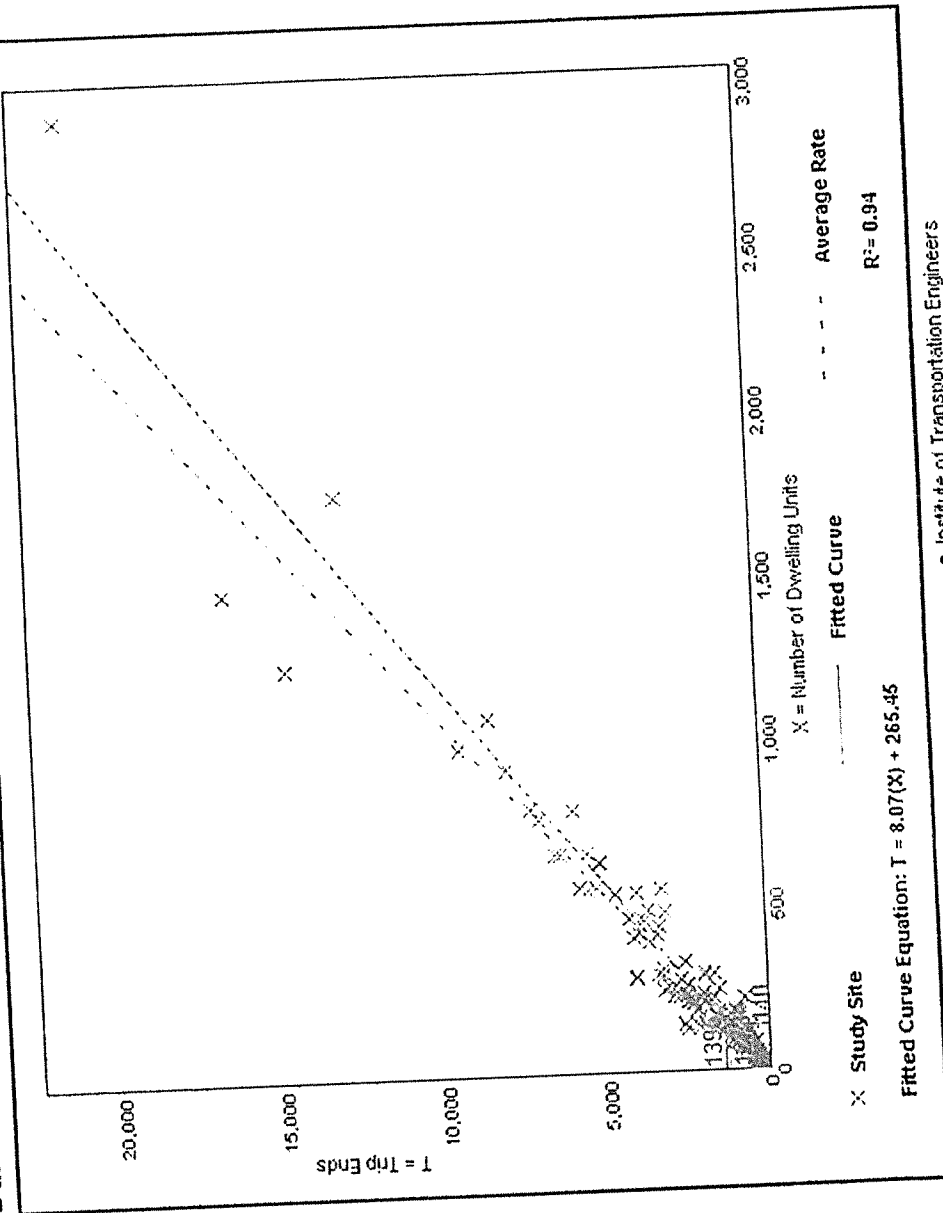
50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 1273 (Total), 636 (Ent), 637 (Exit)

Fitted Curve: 1395 (Total), 698 (Entry), 697 (Exit)

Data Plot and Equation



Trip Gen Manual, 12th Edition

• Institute of Transportation Engineers

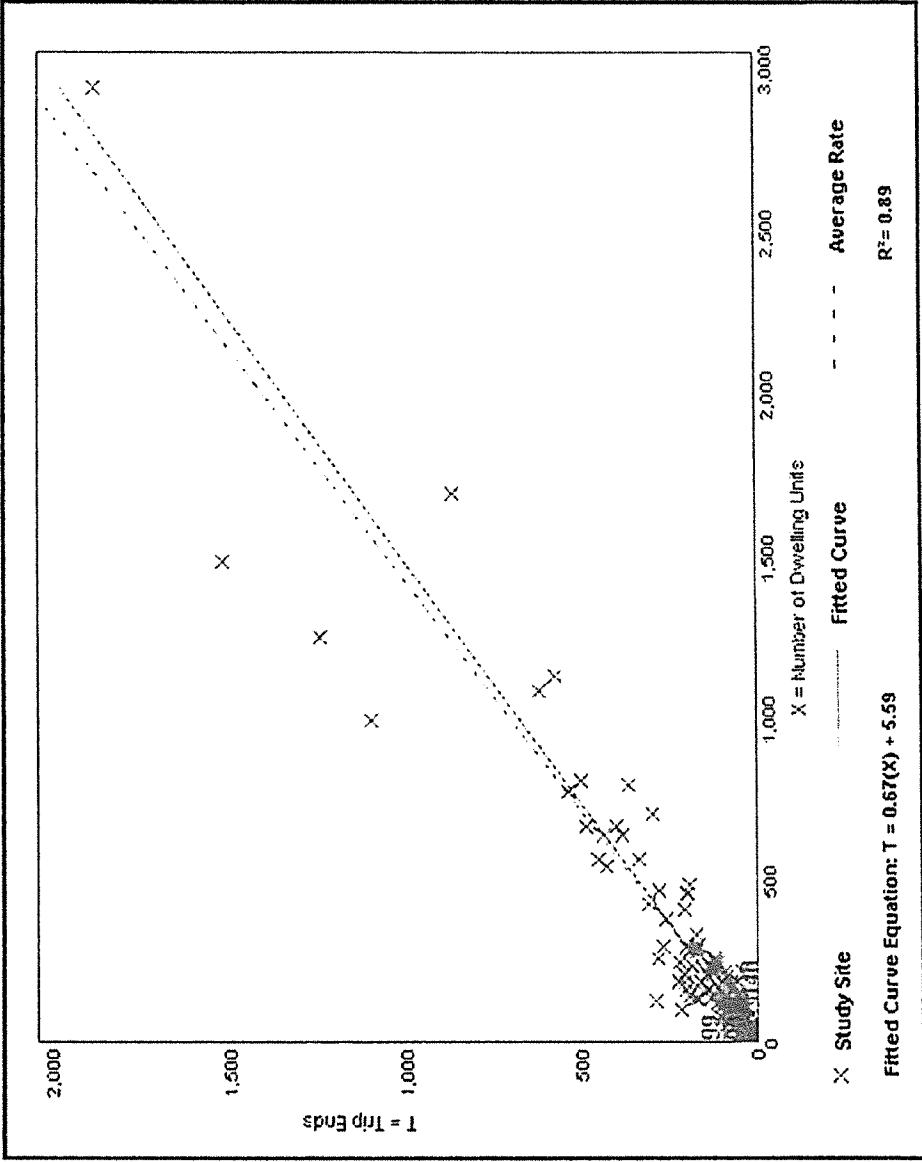
Date: 11/06/2025

Single-Family Detached Housing – ITE CODE #210
Size: 140 Dwelling Units

WEEKDAY
Peak Hour of Adjacent Street Traffic: 7-9 AM

DATA STATISTICS	
Land Use:	Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday
	Peak Hour of Adjacent Street Traffic
	One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	155
Avg. Num. of Dwelling Units:	239
Average Rate:	0.70
Range of Rates:	0.22 - 2.27
Standard Deviation:	0.26
Fitted Curve Equation:	$T = 0.67(X) + 5.59$
R^2	0.89
Directional Distribution:	27% entering, 73% exiting
Calculated Trip Ends:	Average Rate: 98 (Total), 26 (Entry), 72 (Exit) Fitted Curve: 99 (Total), 27 (Entry), 72 (Exit)

Data Plot and Equation



Trip Gen Manual, 12th Edition • Institute of Transportation Engineers

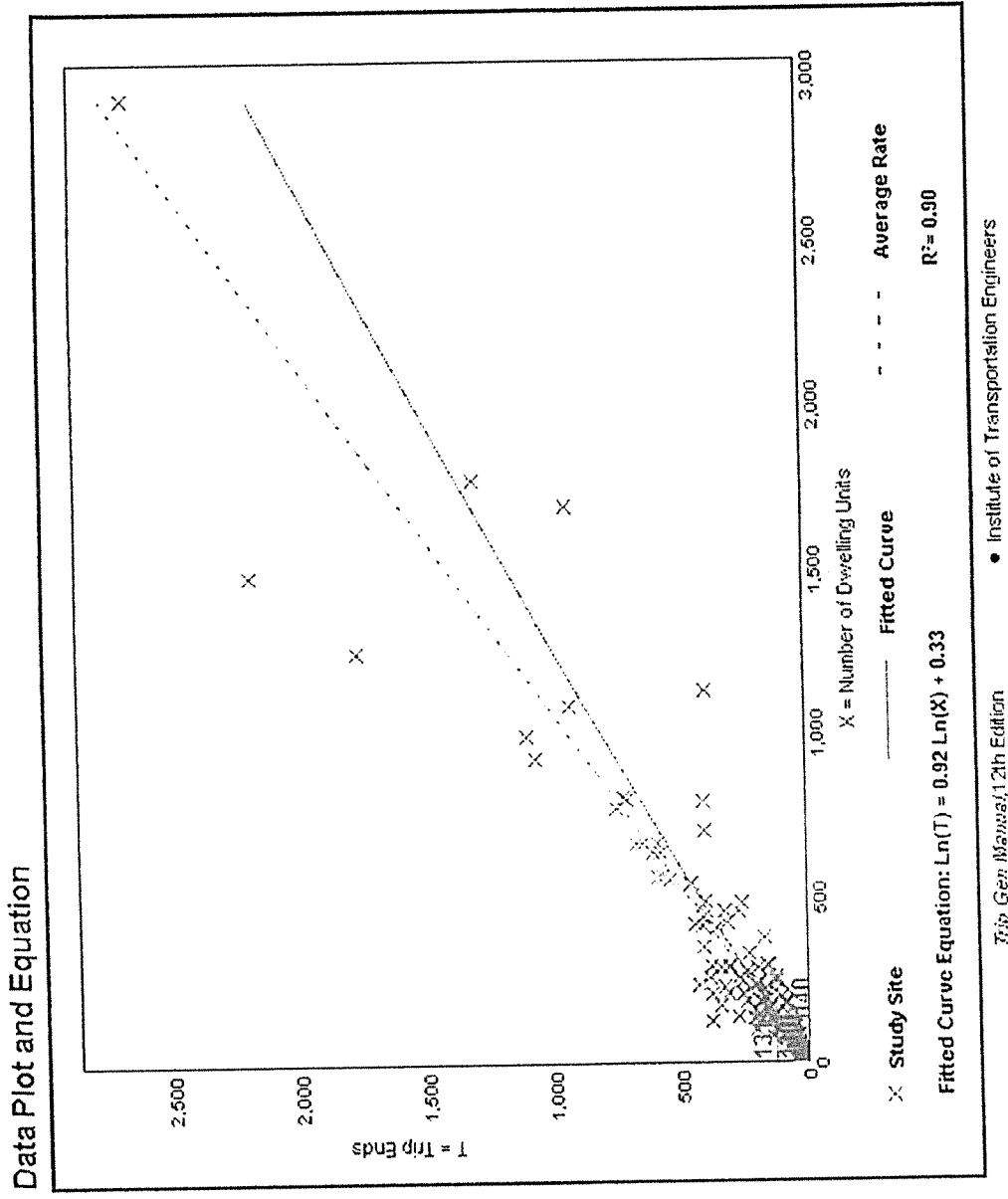
Single-Family Detached Housing – ITE CODE #210

Size: 140 Dwelling Units

WEEKDAY

Peak Hour of Adjacent Street Traffic: 4-6 PM

DATA STATISTICS	
Land Use:	Single-Family Detached Housing (210) Click for Description and Data File
Independent Variable:	Dwelling Units
Time Period:	Weekday
	Peak Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	166
Avg. Num. of Dwelling Units:	266
Average Rate:	0.93
Range of Rates:	0.05 - 2.90
Standard Deviation:	0.33
Fitted Curve Equation:	$\ln(T) = 0.92 \ln(X) + 0.33$
R ² :	0.90
Directional Distribution:	62% entering, 38% exiting
Calculated Trip Ends:	
Average Rate:	130 (Total), 81 (Entry), 49 (Exit)
Fitted Curve:	131 (Total), 81 (Entry), 50 (Exit)



CRITICAL NOTES:

1. ALL WETLANDS IN THIS PROJECT ARE CATEGORY 1. THEREFORE NO STATUTORY SETBACKS ARE REQUIRED. A UNIQUE PRESERVATION ZONE SHALL BE CREATED IN THE REAR OF LOTS ADJACENT TO CATEGORY 1 WETLANDS TO HONOR THE SAID WETLANDS. DEVELOPERS SHALL BE REQUIRED TO WORK COLLABORATIVELY TO DEFINE EXTENT AND LANGUAGE RELATIVE TO THE PRESERVATION ZONE.

1.1 APPROVED IN 2020 ACCORDING TO THE SANCTUARY AND THE PRESERVE OF OUSTED DEVELOPMENT PLAN¹ PREPARED BY DONALD G. BOHNING & ASSOCIATES, INC. DATED MARCH 2023.

EX. LANDSCAPE POND

EX. WETLAND

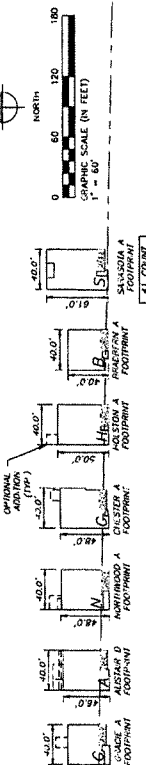
SUBLOT PROPERTY LINE

EDGE OF WOODS

BUILDING LEGEND:

FIRE DEPARTMENT NOTES:

1.7. HYDRANT LOCATIONS WILL BE DETERMINED WITH THE WATER MAIN DESIGN DURING COUNTY REVIEW.





BUILDING DEPARTMENT
7900 Fitch Road, Olmsted Township, OH 44138
Phone Number: 440-235-4225 building@olmstedtownship.org

Subject: Comment on Major Modification Trustee Public Hearing
Applicant: Valore Properties, Inc.
Parcel: 262-13-011, John Road, Olmsted Township, OH 44138
Date: December 3, 2025

Dear Board of Trustees,

I am writing to provide feedback on the major modification application for the general and detailed development submitted by Valore Properties, Inc. for the Sanctuary Subdivision.

Building Department Staff recommends approval with the following conditions:

Recommended Conditions

1. As a condition of the major modification approval, the developer shall establish an agreement with a qualified third-party conservancy organization, subject to review and approval by Olmsted Township, to monitor, document, and enforce ongoing protection of wetlands and wetland setbacks in the designated preservation zones as indicated in the plan notes. This conservancy oversight and enforcement mechanism shall remain in effect for the duration of the protected area's existence and shall be recorded, as applicable, to ensure long-term compliance.
2. The approval of this major modification shall be conditioned upon the developer incorporating and clearly depicting access easements on the development plans sufficient to allow for maintenance of all common areas and stormwater management facilities, including ponds. These easements shall be reviewed and approved by the Cuyahoga County Planning Commission to ensure adequate access for maintenance and operational purposes.
3. The approval of this major modification shall be conditioned upon the developer reducing the length of the southernmost cul-de-sac to meet Cuyahoga County Land Development Regulations or obtain a modification approval from the Cuyahoga County Planning Commission.
4. The approval does not include any landscaping changes identified in Phase 2A.
5. The approval includes application documents with signature date of 10-24-25, sheet C-003 dated 11/12/25, sheet C-004 dated 11/10/25, C-005 dated 12/1/25, and traffic impact analysis dated 11/7/25.

Thank you for your consideration of this recommendation.

Respectfully,

Justin Reed

Justin Reed, Building Commissioner
Olmsted Twp. Building Department



To: Olmsted Township Board of Trustees

CC: Gary Yelenosky, Township Administrator, Justin Reed, Building Commissioner, Jim Sonnhalter, CCPC Manager, Design and Implementation, Mary Cierbiej, CCPC Executive Director

From: Erik Engle, AICP, Principal Planner

Date: December 3, 2025

Re: Sanctuary and Preserve Phase 2B and 5 – Conditions for Approval

Following the review of the General Development/Detailed Development Plan submitted for modifications to the Sanctuary and Preserve Phase 2B and 5 development, Cuyahoga County Planning Commission staff has identified one issue that must be addressed before the project proceeds to the Preliminary Plan phase.

1. Cul-de-sac Length

- a. The extension of the southernmost cul-de-sac shall not exceed 800 feet in length in accordance with **Section 106.3 (A)(3)(b)** of the Cuyahoga County Land Development Regulations (2007/2010).

Please note that the Applicant formally submitted the Sketch Plan to the Cuyahoga County Planning Commission on December 1st, 2025; County Planning has since distributed the Sketch Plan to all partnering agencies for their review. In accordance with **Section 104.3** of the Cuyahoga County Land Development Regulations (2007/2010), this review shall address any other potential nonconformities with standards or overall issues that need to be considered. A Preliminary Discussion meeting will be held on December 12th with the Applicant to review any other outstanding comments. Since the Cuyahoga County Land Development Regulations serve as Olmsted Township's regulations, they must be adhered to at all levels of legislative approval; therefore, County Planning recommends that as a good faith effort, the Olmsted Township Trustees include the following conditions in their motion:

"The applicant shall meet all requirements set forth in the Cuyahoga County Land Development Regulations, including but not limited to compliance with Chapter 106. Subdivision Design Standards, and all other engineering design standards referenced and adopted by Cuyahoga County and its partnering agencies. Additionally, the applicant shall address all items identified by the Cuyahoga County Planning Commission and Olmsted Township, including Open Space requirements, sidewalk installation, street design and connectivity, private street maintenance, drainage easements, landscaping, and stormwater management."

In summary, once the Applicant has satisfactorily addressed all conditions and recommendations noted in the upcoming Preliminary Discussion Sketch Plan Review, the proposed development may advance to the Preliminary Plan review stage.

We look forward to continuing work with Olmsted Township and the Applicant to see this last phase of the Sanctuary and Preserve subdivision come to fruition.