

Meeting Date:
August 26, 2019

Location:
Downtown Phase II Development at
Owen Brown St and Morse Rd

Parcel Number:
3203132, 3200823, 3201855, 3203716,
3203648

Request:
Planned Development – Final Plan for
Phase A of Downtown Phase II

Applicant:
Bob Warner, EDG
Joel Testa, Testa Companies

Property Owner:
City of Hudson

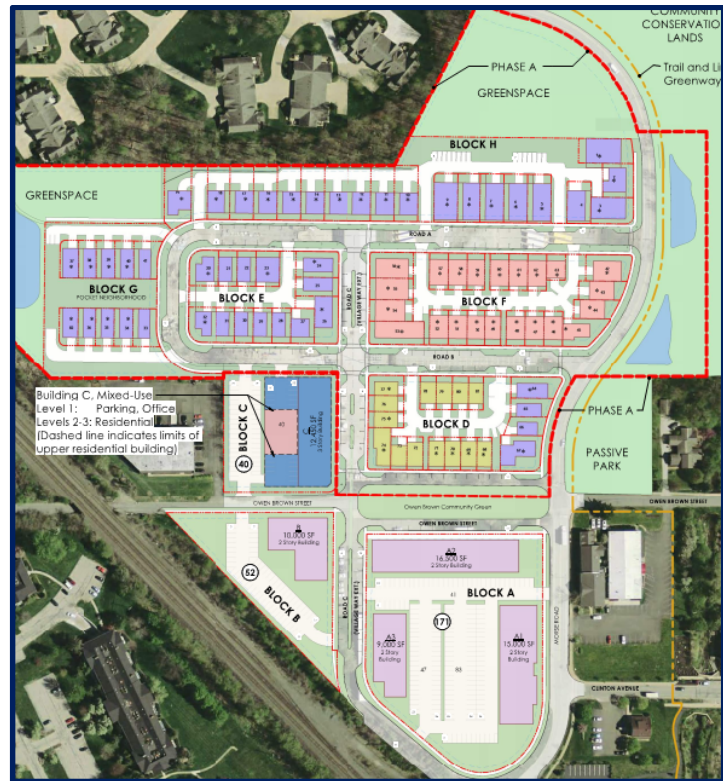
Zoning:
District 5 Village Core

Case Manager:
Gregory P Hannan, AICP

Staff Recommendation:
Approval subject to conditions on page
seven.

Contents

- Summary of plan revisions
- City Engineer Review letter 8.23.19
- Fire Marshal Review letter 8.22.19
- Walker Parking Review letter
- Imagery layouts from Testa Companies
- Overview plan - Mota Design
- Phase 2A Plat 8.22.19
- Public Improvement Plans 8.22.19
- Private Improvement Plans 8.22.19



Project Background:

Planning Commission approved the Preliminary Plan on July 23, 2018 per case 2018-3487 which was subsequently accepted by City Council on September 4, 2018. Thereafter, City Council conducted multiple listening sessions from May-June of 2019 which resulted in a reduction of the intensity of the development as a response to both public comments and Planning Commission conditions of the Preliminary Plan. The application submitted is for the Final Plan review for Phase A – incorporating Blocks D, E, F, G and H. The application was presented at the August 12, 2019 meeting, a public hearing was conducted, and the application was tabled after initial discussion.

Adjacent Development: The site is adjacent to the Villas of Hudson to the North, rail lines to the west, and residential development to the east.

Chapter 1203: Planned Development Review

The Planned Development Process allows for the site plan, subdivision plat, and improvement plans to be submitted and reviewed as one application process. As part of the preliminary plan approval, City Council requested the Final Plan also be forwarded to Council for acceptance (although this is not a requirement of the LDC). A Final PD application may cover the entire area covered by the Preliminary PD Plan only a phase.

Effect of Approvals: An approved Preliminary PD Plan is valid for a period of twelve (12) months from the date of City Council acceptance. An approved application for a Final PD Plan for any phase of the Preliminary PD Plan extends the life of the Preliminary PD Plan for an additional twelve-month period.

An approved Final PD Plan is valid for a period of two (2) years from the date of approval of the Final PD Plan. Within the two-year period, the developer shall:

- (i) Record the Final PD Plan as the final subdivision plat; and
- (ii) Undertake substantial construction of at least the first phase of the PD development.

Chapter 1204: General Review Standards

A Final PD Plan application, together with all submitted plans and reports, shall be reviewed and evaluated to determine that the Final PD Plan conforms in all respects with the approved preliminary PD plan and incorporates all recommended changes, modifications, and conditions attached to approval of the preliminary plan.

The submitted Final Plan design has been refined in response to both the City of Hudson community engagement and the conditions of the Preliminary Plan approval. The street network, placement of subplot blocks and placement of utilities are unchanged. The scale of development is as follows (shown in relation to the July 2018 submittal):

Use	Approved July 2018 Preliminary Plan	Final Plan Phase A Submittal
Office/Commercial	138,043 sf	93,950 sf
Retail/Service	(Incorporated above)	16,500 sf
Townhome/Attached	63 units	36 units
Detached	0 units	46 units
Apartments	30 units	0 units
Condo Flats	50 units	20 units
Housing Unit total	143 units	102 units

HUDSON PLANNING COMMISSION	SITE PLAN REVIEW
AUGUST 26, 2019	CASE# 2019-673

Final Plan (Phase A) Compliance with Preliminary Plan Approval	
The following is a list of the conditions of the Preliminary Plan approval and how the Final Plan submittal addresses each condition:	
1. Submit a Planned Development-Final Plan application for each phase of the development for consideration by the Planning Commission.	
	Phase A Final PD application is for Blocks D, E, F, G, and H. Blocks A, B, and C will be submitted in the coming months as a second final phase application.
2. Retail, personal service, and restaurant uses for the development should be limited to an amount consistent with the Comprehensive Plan in effect at the time of this recommendation.	
	As Phase A does not propose any retail, personal service, or restaurant uses. This condition will be addressed with a later final phase application.
3. Submit an updated parking analysis as part of the final plan application to verify the final plan has been reviewed by the consultant and that applicable impacts have been addressed.	
	<ul style="list-style-type: none"> a. Parking is sufficient for Phase A as each residential unit contains two car covered parking. Visitor parking has been incorporated behind the garages and within on-street parking. b. Reduction in the scale of development has removed the need for the parking deck.
4. Incorporate the following related to the traffic analysis for review and approval by the City Engineer:	
	<ul style="list-style-type: none"> a. Prepare an updated traffic analysis to verify the final plan has been reviewed by the city and that applicable impacts have been addressed. b. Complete ongoing traffic monitoring to confirm study projections and establish a mechanism to proceed with additional control measures if post study counts are in excess of projections. c. Study the Morse Road and Village Way alignment as part of the final plan stage for consideration of a more traditional T intersection or round about. d. Design a north-south median or other restrictor in the least restrictive location possible to address through traffic at Owen Brown Street as accepted by the City Engineer.
	<ul style="list-style-type: none"> a. Updated traffic analysis: Due to the reduced scale of development, no traffic impacts are anticipated in relation to the current uses at the site. TMS Engineers has confirmed the trip generation to be less than half of the trip generation of the pre-existing uses with the bus and truck traffic excluded. Traffic analysis will be reviewed again with subsequent phases and any necessary improvements incorporated in future phases. b. Ongoing traffic monitoring: Will be periodically reviewed. Any necessary improvements will be reviewed and incorporated into subsequent phase applications. c. Morse and Village Way alignment: Phase A does not propose realignment. Will be reviewed with future phase application if necessary. d. North-south median: The median or other restrictor will be revised to a reduced restrictor to address the need and fully designed as part of the Phase B Final Plan application.
5. Authorize the demolition of existing buildings and site preparation of the subject acreage.	
	Demolition of the existing buildings within Phase A has proceeded.
6. Revise the design of Building G to reduce the massing of the building.	
	Reduction of the massing at this block was addressed by replacing the three-story building with ten detached single family units.

HUDSON PLANNING COMMISSION	SITE PLAN REVIEW
AUGUST 26, 2019	CASE# 2019-673

District Standards (1205)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Density | <p>Phase A has a density of 5.9 units per acre (82 units within 13.94 net acres). The proposed density is significantly below the permitted maximum density of 8 units per acre for single family and 20 units per acre for townhomes.</p> |
| <input type="checkbox"/> Property Standards | <p>The proposed development is in compliance with applicable dimensional standards except for the following (which PC has the authority to modify per Section 1204.02(b)(1)):</p> <ol style="list-style-type: none"> 1. Minimum Lot Width -Single family detached requires a minimum lot width of 50 feet. The proposed design includes a typical lot width of 44 ft with a range of 30-48 feet. Staff suggests maintaining a minimum width of 35 feet. The reduced lot width is appropriate as the garages are served by a rear alley and a reduced lot width is already common within the compact blocks of the Historic District (e.g. Church Street and Division Street). 2. Sideyard Setback – Single family detached requires a minimum side yard setback of 10 feet. In an effort to create more functional greenspace for each unit, the proposed development contains a 0 ft setback on one side of each lot and a 10 foot setback on the other. 3. Rearyard Setback – Single family detached and townhomes require a rear setback of 25 ft. Given the unique site design, the rear setbacks vary depending on the site location. Staff recommend the 25 ft setback be maintained for the Block H sublots as they are located at the development boundary, however, a five foot rear setback is acceptable for the remaining sublots. |
| <input checked="" type="checkbox"/> Pedestrian Amenities | <p>Sidewalks have been proposed along both sides of all public streets.</p> |
| <input type="checkbox"/> Building Orientation | <p>The LDC requires residential units to be parallel to the street and have the front door face the street. Unit 19 within Block H and units 64-66 (Block D), and sublots 42-45 (Block F) are not parallel due to curves in the roadway network. The proposed orientation still provides for a strong front entry presence and is necessary to accommodate the compact, detached units proposed.</p> |
| <input checked="" type="checkbox"/> Block G | <p>As part of the reduced scale of development within the Final Plan, Block G has been revised from a three story, 30 unit multifamily building to a ten unit pocket neighborhood development. This layout represents a creative site design within this portion of the development and adds a new housing model to the site. The intent is to establish smaller, high-quality single-family housing units with pedestrian scaled porches and rear facing garages centered around a shared communal space. This design is appropriate to the site; however, it will require modification to the lot frontage and lot access standards. Notably, the units are oriented to the front courtyard rather than to a street. Staff notes one unit is within a gas well setback and can not be built until such time as the gas well is plugged.</p> |

HUDSON PLANNING COMMISSION	SITE PLAN REVIEW
AUGUST 26, 2019	CASE# 2019-673

Use Standards (Section 1206)

- ☒ **Use**

The Final Plan Phase A incorporates a total of 46 single family detached units and 36 townhomes which are permitted as a use by right in District 5. Note: uses for the development will be reviewed with each Final Plan Phase application.

Site Plan Standards (Section 1207)

- ☒ **Impervious Surface**

Application complies with applicable standards.
- ☒ **Wetlands/Streams**

The submitted wetland delineation notes five pockets of wetland across the property totaling 1.32 acres of the site. Isolated pockets of wetland have been proposed for fill totaling 0.29 acres. Additionally, the conservation parcel east of Morse Road includes the installation of stormwater management ponds. No wetland disturbance is proposed at this location; however, the setback is reduced to 5 feet at a few isolated locations.

Compensating measures have been incorporated with the preservation of the highest quality wetland areas as dedicated open space. The stormwater management design will also significantly benefit the residual wetlands at the conservation parcel and the adjacent Brandywine Creek as the current site discharges untreated stormwater.
- ☒ **Landscaping**

The applicant has accommodated street trees along each public street. While not required, screening along the northern property boundary has been proposed. The street tree submittal has been forwarded to the City Arborist for final review including a courtesy consultation with the Tree Commission.
- ☒ **Open Space**

The LDC requires a total of 2.8 acres of public open space for the development. The following public open space is proposed:

 - Block K – 1.52 acres (woodland and preserved wetland)
 - Block M – 0.7 acres (passive park and trailhead focal point)
 - Trail easement/development – 0.74 acres (1,800 linear ft)
 - Total acreage: 2.96 acres

The Veterans Trail extension will be built along the east side of Morse Road from Prospect Street to Owen Brown Street. Future city led projects will connect this segment into the city-wide Veterans Trail linking Hudson to the regional trail network. Phase B application will incorporate additional open space at the Owen Brown Boulevard to accommodate for the additional housing units proposed at Block C.
- ☒ **Parking**

Parking is sufficient for Phase A as each residential unit contains two car covered parking. Visitor parking has been incorporated behind the garages and within on-street parking. The plan has been revised from the August 12, 2019 submittal to incorporate dedicated, marked stalls and landscape bump outs. The revised design accommodates a total of 87 marked on-street stalls. The

HUDSON PLANNING COMMISSION	SITE PLAN REVIEW
AUGUST 26, 2019	CASE# 2019-673

revised design also incorporated 15 stalls internal to Block G and three stalls each within Blocks D and F. Walker Consultants completed an updated analysis and verified the plan proposes adequate parking supply. The final parking count of the development will be determined with the Phase B application.

- ☐ **Exterior Lighting** An exterior lighting plan including photometrics must be submitted in compliance with applicable standards of Section 1207.18(g).
- ☒ **Transportation** Due to the reduced scale of development within the Final Plan, no traffic impacts are anticipated with the addition of 82 new units in relation to the current uses at the site. TMS Engineers has confirmed the trip generation of the proposed housing units to be less than half of the trip generation of the pre-existing uses. Traffic analysis will be reviewed again with subsequent phases and any necessary improvements will be incorporated into future phase applications.
- ☒ **Architectural Design** The architectural design for each unit will be submitted to the Architectural and Historic Board of Review for review and approval prior to the issuance of zoning certificates.

Subdivision Standards (Section 1208)

- ☐ **Lot Frontage/ Access** Every lot is required to maintain adequate access to a public street, including 60 feet of frontage for a single-family residential lot. This issue will be satisfied through the developer recording access easements for Block G and the PC granting the modifications below per staff recommendation.
- ☒ **Improvement Guarantee** A performance guarantee of 110% of the City Engineer's estimate of public improvements shall be submitted. The subdivision development will be required to submit documentation prior to release of a zoning certificate including Homeowner's Association Covenants and Restrictions, indemnity insurance, and inspection fees.

Comprehensive Plan

- ☒ **Comp Plan** Staff offers the following in reference to the compatibility with Comprehensive Plan, adopted January 2016:
Chapter Six - Downtown Phase II Plan:
The key guiding Principles for the Phase II plan area (Pg 43)
 1. *Housing Diversity*
 2. *Quality Office Space*
 3. *Less Emphasis on Retail*
 4. *Emphasis on Connectivity*
 5. *Preservation of Hudson's Character.*

HUDSON PLANNING COMMISSION	SITE PLAN REVIEW
AUGUST 26, 2019	CASE# 2019-673

The submitted Final Plan application and modifications to the preliminary plan align with the Comprehensive Plan and specifically the guiding principles of Chapter Six: Downtown Phase II Plan.

Modification to LDC requirements (to be accepted by the PC)			
Staff notes the following items have been requested for modification Per Section 1204.02 (b)(7)			
LDC Section	Standards	Required	Proposed
1205.08(d)(5)	Minimum Lot Width – Single Family	50 ft	35 feet minimum
1205.08(d)(7)(B)	Setback – Rearyard Single Family	25 ft	5 ft, maintain 25 feet at Block H
1205.08(d)(5)(B)	Setback – Rearyard townhomes	25 ft	5 ft
1205.08(d)(7)(C)	Setback – Sideyard	8ft	0 ft for one side yard, 10 ft for the other
1205.08(d)(11)(A)	Orientation	Parallel	Unit 19 (Block H), Units 64-66 (Block D), and Units 42-45 (Block F) are not parallel due to the curved street
1207.03(e)	Wetland setback	50 foot	0.3 acre of wetland are proposed for fill as noted on improvement plans
1208.05(g)	Lot Frontage	60 feet	0 ft for Block G, 35 feet for Block D, E,F, and H

City Departments:	
Engineering	Asst City Engineer Nate Wonsick has completed a review letter dated August 23, 2019 (attached). Staff notes stormwater management needs will be met for the development in conformance with the Engineering Standards of the Code. Sanitary sewer service will be provided to the site via a force main system that will connect from the southern terminus of the site northward along the railroad corridor to the existing pump station on Prospect Street.
Fire	Fire Marshal Shawn Kasson has completed a review letter dated 8.22.19. Mr. Kasson notes his previous preliminary comments have been addressed.
City Manager	At the August 9, 2019 Planning Commission Meeting, PC Members inquired about the status of the Windstream property at 94 Owen Brown Street. City Manager Jane Howington offers the following statement: Windstream and the City have reached agreement on the basic terms for the sale of 94 Owen Brown to the Hudson. Both parties are engaged in the due diligence period including review of the property's internal assets. It is anticipated this process will be completed shortly with a goal of land transfer by January, 2020. Windstream will be given time to migrate their operations to another Windstream facility. This timing coincides with the Phase 2 development of the commercial portion of the project.

HUDSON PLANNING COMMISSION	SITE PLAN REVIEW
AUGUST 26, 2019	CASE# 2019-673

Findings:

The staff finds that the application is in substantial compliance with the use, zoning development, site plan, and subdivision standards.

Required PC Action

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 review standards. All decisions of the PC shall be based on findings of fact related to the relevant standards of the Code.

Recommendation

Approve the Final Planned Development Phase A application for Parcel #3203132, 3200823, 3201855, 3203716, and 3203648 in Case 2019-673 according to plans received August 22, 2019 subject to the following conditions:

1. Accept the proposed LDC modifications regarding minimum lot width, setback, orientation, wetland impact and lot frontage as described with the August 12, 2019 staff report.
2. Street tree species and placement subject to the approval of the City Arborist in consultation with the City of Hudson Tree Commission.
3. An exterior lighting plan including photometrics must be submitted in compliance with applicable standards of Section 1207.18(g).
4. Submit a performance guarantee of 110% of the City Engineers estimate of public improvements.
5. To the satisfaction of the City Engineer, the comments of Asst. City Engineer Nathan Wonsick must be addressed per the August 23, 2019 correspondence.
6. Subject to acceptance by the Fire Department per the comments of Fire Marshal Shawn Kasson dated August 22, 2019.
7. Subject to City Council acceptance of this Planning Commission decision.



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

Summary of Plan changes incorporated within the August 22, 2019 submittal:

General

1. Road A & B r/w's were widened to 60'
2. Road A & B streets were narrowed from 13' to 11' with 9' parking stalls added in various locations
3. Road A & B sidewalks were moved back to permit a continuous 3.5' treelawn strip between the parking stalls and walk
4. Street trees were added and light pole adjusted to fall within the treelawn created
5. Storm drains were added as needed based on the street slopes
6. Road C center islands were shortened to comply with request from fire for better truck turning movements
7. Parking stalls were added to the north side of Owen Brown to provide additional parking for the resident of lots 67-73
8. The proposed curb along the front of lots 67-73 was removed, the walk will remain in the phase
9. Mailbox clusters have been added throughout the development, one per block

Block C

1. No changes

Block D

2. Lot lines were adjusted as well as access block to allow better access to unit garages
3. Four interior guest parking spaces were added

Block E

1. Lot lines were adjusted as well as access block to allow better access to unit garages
2. No space for guest parking spaces were found

Block F

1. Lot lines were adjusted as well as access block to allow better access to unit garages
2. Three interior guest parking spaces were added

Block G

1. Lot 82 was added based on PC comment (not buildable until gas well has been plugged)
2. Lot 37 & 82 were designated to require sprinkler systems based on fire review
3. Access drive loop was removed in lieu of separate drives, north drive terminating in guest parking or parking for pond overlook, south drive providing access to gas well and maintenance drive west

Block H

1. Lot lines were adjusted as well as access block to allow better access to unit garages
2. 15 interior guest parking spaces were added
3. Lot 19 unit orientation was adjusted



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

Date: August 23, 2019

To: Kris McMaster, City Planner, Community Development

From: Nate Wonsick, P.E., Assistant City Engineer

Re: **Downtown Development Phase 2A
Engineering Review**

The City of Hudson Engineering Department has reviewed the revised plans and plat submitted 8/22/19 for the above referenced site. 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.

General Overall Comments:

1. **This review is based on the recent change to the roadway typical section and should be considered as additional comments to the previous detailed plan comments dated August 6, 2019. The detailed comments issued August 6 still apply.**
2. Overall, the revised typical road section showing 11-foot drive lanes, parking bump-outs, and a 5-foot sidewalk is acceptable.

Improvement Plan Comments:

3. Add a note to the Public plan sheet 20 stating that the parking bump-out and additional sidewalk along Owen Brown Street are contingent items only to be installed "as directed by the Engineer". Add the same "as directed by the engineer" note regarding the landscaping shown on the private plan sheet 44.
4. Provide ADA accessibility to all mail kiosks.
5. Due to the recent plan revision, there are various new layer issues on the plans that will need corrected (i.e. notes and symbols showing up on incorrect plan sheets)

Plat Review Comments:

6. Add a note to the plat and private plans that lot 82 cannot be built upon until the nearby gas well has been capped.
7. Clarify that Block K will be "Public Open Space".
8. If the parking bump-out along Owen brown Street is constructed, clarify how public parking will be established since the parking spaces will be partially in the right-of-way and partially on private property. Will a public parking easement be needed? Should this easement be on the plat?

Please resubmit revised plans for further review. If you have any questions, please contact our office.

Sincerely,



Nate Wonsick, P.E.
Assistant 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: August 22, 2019

TO: Kris McMaster, City Planner

FROM: Shawn Kasson, Fire Marshal SK

SUBJECT: Hudson Downtown Redevelopment Phase 2

I have reviewed the site plan sets plotted 08/22/19 for the public and private improvements for the proposed Hudson Downtown Redevelopment Phase 2A to confirm that all previous comments have been addressed. Upon review I find that all previous comments have been addressed.

Detailed design review will be completed in the coming week.

Please contact me with any questions.



DATE: July 24, 2019
TO: Kris McMaster
COMPANY: City of Hudson
ADDRESS: 115 Executive Parkway #400
CITY/STATE: Hudson, Ohio 44236
COPY TO: Greg Hannan, John Dorsett
FROM: David Garza
PROJECT NAME: Downtown Phase II Shared Parking Update
PROJECT NUMBER: 20-1980.00

PROJECT UNDERSTANDING

The City of Hudson ("City") retained Walker Consultants ("Walker") to perform a review of the existing parking plan for the Downtown Phase II project ("DTP2"). Based upon community input received, the scale of the parking design has been reduced from previous plans Walker assessed in the 2018 Downtown Hudson Parking Study. The proposed parking deck has been removed from current plans and the building program has been modified with reduced residential and commercial density. Walker is providing an update to the shared parking analysis based upon revised land use quantities, derived from the revised Testa site plan (dated July 18, 2019), to project a recommended supply for the project, identifying any short-fall between the on-site parking supply proposed and the supply as modeled.

SHARED PARKING UPDATE

Walker modeled recommended parking supply using a shared parking model as permitted under Sec. 1207.12(h) of City of Hudson municipal code ("Code"). Walker is informed that all residential parking will be provided as reserved parking spaces on a two space per unit basis. **For purposes of our shared parking modeling, we have removed all residential units from the shared use model since these spaces will not be contributing to shared parking use in The District.** After the shared use calculations are performed to develop a parking requirement for DTP2, the reserved spaces are added to derive a total parking requirement for both residential and non-residential components of DTP2. Walker modeled all proposed non-residential uses utilizing shared parking methodology devised from the Urban Land Institute's *Shared Parking*, 3rd Edition; an update to our previous analysis provided in the 2018 Downtown Hudson Parking Study.

Table 1: DTP2 Updated Shared Parking Summary - Weekday 2 PM

Land Use	Units	Base Ratio	Monthly Factor	Hourly Factor	Driving Ratio	Non-Captive Ratio	Weekday 2 PM
Office Employee	93,950 GLA	3.00 /ksf GLA	100%	100%	93%	100%	263
Visitors	93,950 GLA	0.24 /ksf GLA	100%	100%	98%	100%	23
Retail	11,000 GLA	2.90 /ksf GLA	100%	100%	98%	70%	22
Employee	11,000 GLA	0.70 /ksf GLA	100%	100%	93%	100%	7
Fine/Casual	5,500 GLA	13.25 /ksf GLA	100%	65%	98%	70%	33
Dining	5,500 GLA	2.25 /ksf GLA	100%	90%	93%	100%	11
Employee							
TOTAL¹							359

**all decimal places have been rounded to the nearest whole number.*

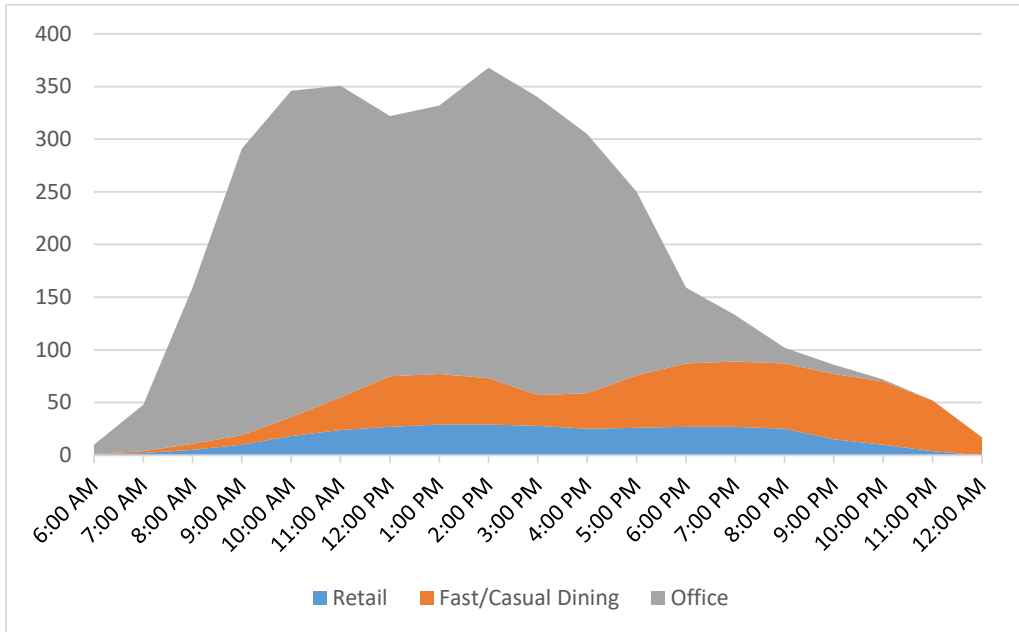
1. It is Walker's understanding that all residential units will provide parking at 2 spaces per unit. These spaces were not added to the shared-use model since they are restricted for residential use only. Testa is planning 202 residential parking spaces. Added to a non-residential recommended supply of 359 spaces, Walker recommends a total supply of 561 spaces (359 commercial non-residential spaces + 202 reserved residential spaces).

Source: Testa, City of Hudson, Walker Consultants, 2019

Walker assumed that parking will be provided for all residential units at two spaces per unit and that these spaces will be reserved on a 24/7 basis, and thus be inaccessible to non-residential uses. **A weekday supply of 359 spaces is recommended for all non-residential uses as modeled. A weekend supply of 100 spaces is recommended for all non-residential uses as modeled.**

Figures 1 and 2 display parking generation hourly fluctuations for both weekday and weekend between the hours of 6 a.m. until midnight.

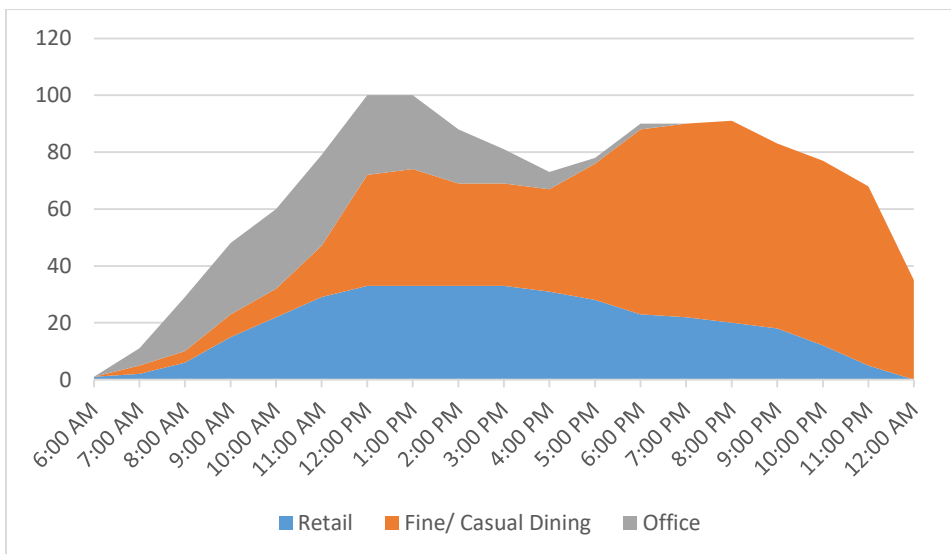
Figure 1: Weekday Hourly Fluctuation for Parking Space Generation



Source: Walker Consultants, 2019

Figure 1, office land use is the largest parking generator for weekday use as modeled.

Figure 2: Weekend Hourly Fluctuation for Parking Space Generation



Source: Walker Consultants, 2019

Figure 2, fine/casual dining represents the highest parking generation for weekend use as modeled.

ONSITE PARKING ADEQUACY

Walker compared the total number of recommended spaces, per the shared parking model and planned residential supply count, to the Testa site plan to determine the parking adequacy expressed as either a surplus or a deficit.

Figure 3: DTP2 District Parking Space Adequacy

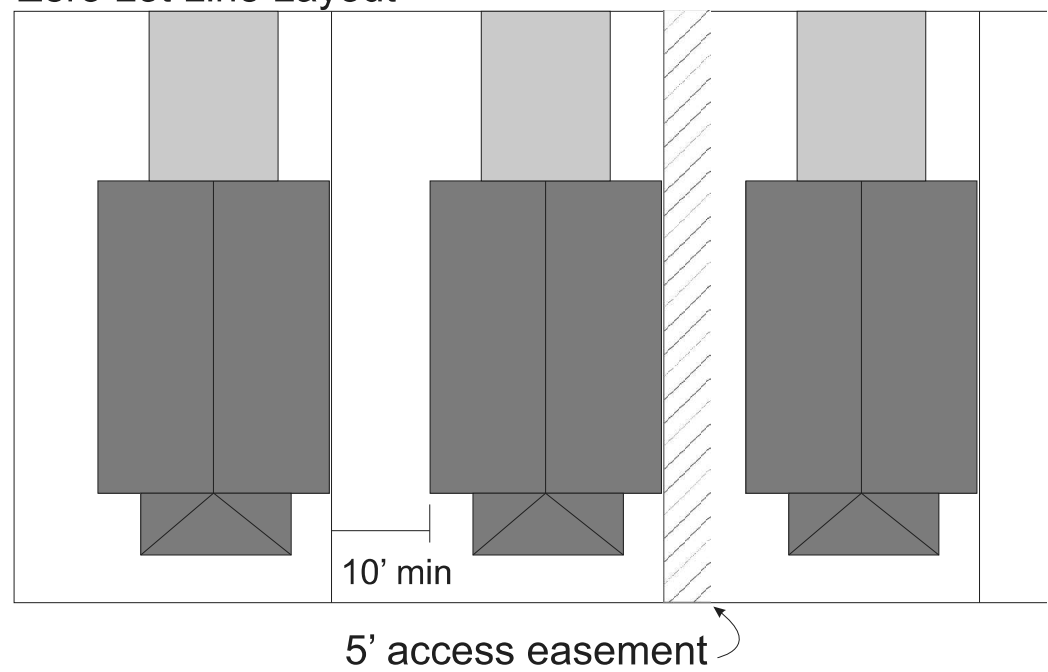
Type of Parking Proposed per Site Plan	# of spaces
On-Street (marked stalls)	86
Block A (surface lot)	171
Block B (surface lot)	57
Block C (surface lot)	40
Total non-residential commercial spaces (shared)	354
Residential Spaces Proposed (reserved)	202
Total District Parking Proposed	556
Less weekday recommended supply	561
Surplus/deficit	(5)

Source: Walker Consultants, 2019

Based upon our analysis, a deficit of 5 spaces is anticipated on site for a weekday at 2 pm. Walker is informed of plans to remedy the space shortfall with leased spaces at adjacent surface parking lots nearest the DTP2 site. Furthermore, unmarked on street spaces exist adjacent to Block F that could serve as additional supply.



Zero Lot Line Layout







Housing Mix						
	Housing Type	Stories	Target Price Range	Block Location	Qty.	Reference Image (do not depict actual architectural design)
	Single Family Detached	1 / 1.5 / 2	\$475k - \$550k	H / E / D	36	
	Pocket Neighborhood	2	\$395k - \$575k	G	10	
	Single Family attached	1 / 1.5	\$350k - \$474k	F	22	
	Attached Townhomes	2	\$325k - \$390k	D	14	
	Loft Condos	1	\$325k - \$525k	C	20	



TMS Engineers, Inc.

Transportation Management Services

2112 Case Parkway S., Unit 7, Twinsburg, Ohio 44087

www.TMSEngineers.com

August 22, 2019

Mr. Thomas Sheridan, P.E., P.S.
City of Hudson
115 Executive Parkway
Suite 400
Hudson, Ohio 44236

**Re: Downtown Phase 2 Project - Additional Analysis
Hudson, Ohio**

Dear Mr. Sheridan,

TMS Engineers, Inc. has prepared the following additional analysis for the Downtown Phase 2 Traffic Impact Study that was dated March 13, 2019. The purpose of this analysis is to provide additional information in conjunction with the TIS and the addendum that was dated August 12, 2019. The letter will provide additional information related to the existing and future traffic generated in the study area, potential future traffic restrictions in the study area, and the potential impact of installing a city wide adaptive traffic signal control system.

Existing vs. Future Trip Generation

The study area was previously composed of land uses that included Hudson Public Power, the school bus garage, and Windstream. The previous land uses generated traffic in the study area that would access Owen Brown Street and Morse Road. The peak hour traffic volumes in the study area include the entering and exiting patterns of the employees. The daily service vehicle and school bus traffic has not been incorporated into this analysis. Based on data provided by the City of Hudson, Hudson City Schools, and Windstream Communications approximately 185 employees were based at these land uses during shifts that include the AM and PM peak hours of traffic for the study area.

An average trip rate was calculated for the study area based on AM and PM peak employee site generated trip rates from the ITE Trip Generation Handbook for 9 similar land uses under the industrial and office land use categories. The ITE land uses had an average AM peak hour trip rate of 0.57 trips per employee and the average PM peak hour trip rate was 0.60 trips per employee. It was assumed based on the available ITE data the AM peak hour traffic was split 80/20 between entering and exiting traffic and the PM peak hour traffic was split 20/80 between entering and exiting traffic.

The following table details the expected site generated traffic from the previous land uses in the study area based on the number of employees:

**Table 1.1 - Trip Generation
Existing Land Uses**

EXISTING LAND USES (HPP, Bus Garage, & Windstream)		TRIP ENDS			
		Weekday AM Peak Hour of Generator (Enter/Exit)		Weekday PM Peak Hour of Generator (Enter/Exit)	
Existing Land Uses	185 Employees	86	19	22	89
TOTAL NEW TRIPS		105		111	

Table 1.1 shows that the previous land uses in the study area were generating a total of 105 trips in the AM peak hour and 111 trips in the PM peak hour.

The following table shows the estimated generated traffic during the AM and PM peak hours for the proposed Phase A residential portion of the development based upon the national averages considering the total number of dwelling units and the ITE trip generation analysis procedures.

**Table 1.2 - New Trip Generation
Hudson Phase 2 Development - Phase A**

ITE TRIP GENERATION		SIZE	TRIP ENDS			
ITE Code	Description		Weekday AM Peak Hour of Generator (Enter/Exit)		Weekday PM Peak Hour of Generator (Enter/Exit)	
220	Multifamily Housing (Low-Rise)	81 Units	13	34	32	22
TOTAL NEW TRIPS			47		55	

Table 1.2 shows that the proposed 81 units of Phase A is expected to generate a total of 47 new trips in the AM peak hour and 55 new trips in the PM peak hour.

A comparison of the data in Tables 1.1 & 1.2 indicate that the proposed 81 units of Phase A is expected to generate 58 fewer trips in the AM peak hour and 56 fewer trips in the PM peak hour as compared to the previous land uses in the study area.

The expected traffic generated from Phase A of the proposed development is appreciably less than the pre-existing land uses, therefore, no improvements are needed to the surrounding roadways to accommodate Phase A of the proposed development.

Owen Brown Street Restriction of Traffic

The proposed development site plan dated August 7, 2019 includes a median along Village Way that would restrict access along Owen Brown Street. The median would likely divert traffic north and south of Owen Brown Street with the majority of traffic using the development roadways and some traffic using State Route 303.

The previous section indicates that Phase A of the proposed development is expected to generate less traffic than what was generated by the previous study area land uses (Hudson Public Power, the school bus garage, & Windstream). It is our opinion that based on those results that a traffic restriction along Owen Brown Street is not necessary with Phase A of the development and a median along Village Way that blocks Owen Brown Street should be not be constructed.

If it is determined in the future that as the development reaches full build out or traffic patterns change the use of “batons” at the Owen Brown Community Green could be utilized to restrict turn movements and discourage the use of Owen Brown Street as a through street to and from State Route 91.

The use of batons would be recommended on the northwest corner and southeast corner of the community green in order to still allow access to the proposed parking spaces along the green from all directions. Vehicles would then be deflected from continuing east or west on Owen Brown by the batons as they exit the community green area and are forced to turn right. The use of raised concrete curb extensions is an alternative to using the batons, if the City determines there to be a need for this in the future.

The implementation of turn restrictions on Owen Brown Street will likely divert a minor volume of traffic to State Route 303 that is currently using Owen Brown Street as a through street to and from State Route 91. Turn restrictions along Owen Brown Street at the proposed community green would be expected to re-direct approximately 100 trips per day to State Route 303.

It is our opinion that the volume of traffic that would be re-directed to SR 303 is minimal and should not impact the results or recommendations found in the March 13, 2019 TIS.

Mr. Thomas Sheridan, P.E., P.S.
August 22, 2019
Page 4

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

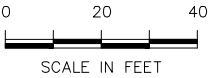
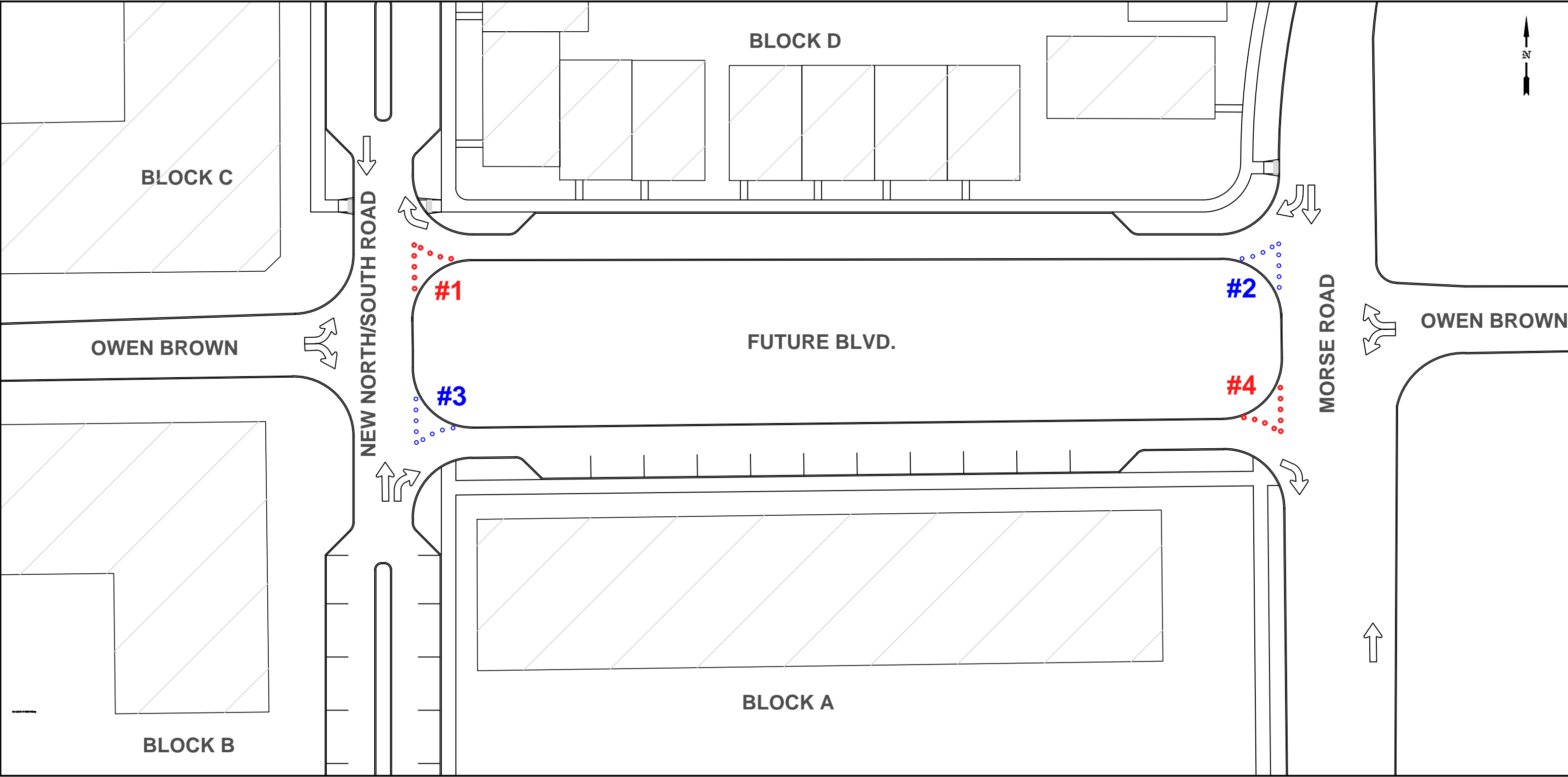
Very truly yours,

TMS Engineers, Inc.



Andrew B. Comer, P.E.
Senior Traffic Engineer

S:\SPECIAL PROJECTS\Downtown Phase 2\Engineering Improvement Plan Review\CAD files\convert\PLAN 17-00257-020.jms recover.dwg, 8/20/2019 1:16:48 PM



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

**DOWNTOWN
PHASE
2**

TRAFFIC CONTROL

Drawn: JMS	Checked: TJS	Date: 08/20/2019
Scale: 1" = 30'		Drawing No: Figure 1