



March 31, 2025

Mr. Nick Sugar
City Planner
City of Hudson
1140 Terex Road
Hudson, Ohio 44236

Hudson Middle School – Entrance Drive Improvements Statement of Compliance – Land Development Code

Dear Mr. Sugar,

See the below responses to the conditions contained in the March 19, 2025, staff report for the Conditional Use Standards of the Land Development Code for the entrance drive improvements at N. Oviatt Street.

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

GPD Response: The use is an enhancement to further improve the vehicular and pedestrian safety for the drive to N. Oviatt Street, providing on-site stacking for approximately 25 additional vehicles during dismissal thus reducing short-term inconveniences to neighboring properties.

- (2) The use is physically and operationally compatible with the surrounding neighborhood and surrounding existing uses. Conditions may be imposed on a proposed conditional use to ensure that potential significant adverse impacts on surrounding existing uses will be reduced to the maximum extent feasible, including, but not limited to, conditions or measures addressing:

- A. Location on a site of activities that generate potential adverse impacts such as noise and glare;

GPD Response: With the proposed improvements vehicles briefly stacking onto N. Oviatt Street during school dismissal will be brought onto the site reducing adverse impacts on N. Oviatt Street and neighboring properties.

- B. Hours of operation and deliveries;

GPD Response: This project does not affect current school hours (7:45 a.m. - 3:00 p.m., weekdays)

- C. Location of loading and delivery zones;

GPD Response: N/A. All deliveries to the school are by means of the existing service area on the southeast side of the middle school.

- D. Light intensity and hours of full illumination;

GPD Response: Additional ornamental light poles/fixtures will be provided along the south side of the drive to match the existing provided during the middle school construction. A photometrics plan has been submitted indicating compliance relative to illumination levels and light trespass.

- E. Placement and illumination of outdoor vending machines;

GPD Response: N/A.

- F. Loitering;

GPD Response: Grounds are managed by the school district and law enforcement to minimize such activities.

- G. Litter control;
GPD Response: The Hudson City Schools Facility Services staff maintain grounds.
- H. Placement of trash receptacles;
GPD Response: Trash receptacles were provided during the middle school construction phase. Additional trash receptacles are not anticipated to be needed.
- I. On-site parking configuration and facilities;
GPD Response: The existing parking configuration will remain as current.
- J. On-site circulation;
GPD Response: As noted, this drive widening will provide for 25 additional on-site vehicle stacking spaces during dismissal, remedying the stacking issue occasionally experienced at dismissal on N. Oviatt Street.
- K. Privacy concerns of adjacent uses.
GPD Response: The proposed improvements will not impose any further privacy issues than the current conditions.
- (3) The use can generally be accommodated on the site consistent with any architectural and design standards set forth in the applicable district regulations of this Code, and in conformance with all dimensional, site development, grading/drainage, performance, and other standards for the district in which it will be located.
GPD Response: Civil and landscape design documents are included with this submittal to demonstrate compliance. There are no new building structures proposed. The existing Saywell house is to be demolished and will be before the AHBR.
- (4) To the maximum extent feasible, access points to the property are located as far as possible, in keeping with accepted engineering practice, from road intersections and adequate sight distances are maintained for motorists entering and leaving the property proposed for the use.
GPD Response: The proposed work widens the existing drive on the south side. The existing drive configuration on the north side is maintained. Improvements are per accepted engineering standards and reviewed by the City of Hudson Engineering Department.
- (5) On-site and off-site traffic circulation patterns related to the use shall not adversely impact adjacent uses or result in hazardous conditions for pedestrians or vehicles in or adjacent to the site.
GPD Response: The proposed work is in response to off-site stacking issues on N. Oviatt Street observed and documented in a post-construction traffic study and will be an enhancement for both on and off-site traffic. The sidewalk along the south side of the drive is to be widened to be consistent with the existing sidewalk installed during the middle school construction to increase pedestrian/bike safety.
- (6) The use will be adequately served by public facilities and services. Public facilities and services that may be considered in light of this standard include, but are not limited to, water, sewer, electric, schools, streets, fire and police protection, storm drainage, public transit, and public parks/trails. See also Section [1207.11](#), Adequate Public Facilities.
GPD Response: Additional ornamental light poles/fixtures are to be provided along the south side of the drive/sidewalk to continue the standard set during the middle school construction. Utilities to the Saywell house will be

disconnected and capped after demolition per City of Hudson Engineering Department standards.

- (7) The use provides adequate off-street parking on the same property as the use, in compliance with standards set forth in Section [1207.12](#).

GPD Response: The existing school parking will remain as current.

- (8) Unless addressed in the special conditions and standards set forth below, the use will be screened with fencing and/or landscaping in excess of what is required in Section [1207.04](#), as appropriate, if the use may otherwise result in an adverse impact on adjacent property benefitting from such screening.

GPD Response: The existing drive north curb line and pavement will not be affected by the work. The 91 N. Oviatt Street neighbor to the north currently has an approximately 4-foot-high picket fence along a portion of the property 5-feet from the property line and there are several mature trees on the property line as well as a steep grade in places. As this neighbor uses the school drive for vehicular access to their property/drive, additional landscaping is not felt to be needed or practical. Trees will be provided along the south side of the sidewalk consistent with landscaping installed during prior middle school construction.

- (9) The residential use is proposed at a density consistent with that of the existing neighborhood density or is compatible by its use of architecture, orientation of structures and parking, and landscape buffer. Where sufficient natural screening does not exist, or will be disturbed, development adjacent to existing residential shall blend with neighboring properties and increased density shall be directed away from neighboring properties.

GPD Response: N/A. This is not a residential use.

Special Conditions Addressing Operations.

- (1) The only dwelling on the property, if one is provided, shall be for the priest, deacon, minister, or rabbi associated with the place of worship, or for a facility's manager, caretaker, or maintenance person, and related family provided the underlying zoning district permits residential use.

GPD Response: N/A.

- (2) All preschools shall provide a play area of at least 6,000 square feet, and all elementary and secondary schools shall be accredited and licensed by the State of Ohio and shall include academic instruction.

GPD Response: N/A.

- (11) The parking area for the use shall be a minimum of fifty feet from adjacent properties used for residential purposes.

GPD Response: There are no changes proposed for the existing parking lots on site.

- (12) Safe areas for pick-up and discharge of persons shall be provided.

GPD Response: The existing student drop-off/pick-up lane and bi-pass lane from the west staff lot entrance to the middle school building entrance will not be affected. The proposed work provides for an addition ingress lane for on-site vehicle stacking as well as wider lanes than current. Students will not be permitted to enter vehicles waiting in the queue until merged with the pick-up/drop-off lane where students can safely enter vehicles curbside and then vehicles can depart using the bypass lane.

(14) Adequate provisions shall be made for access by emergency medical and fire vehicles on two sides of the building.

GPD Response: The proposed work widens the drive entrance to N. Oviatt Street from (2) 10-foot lanes (20-feet total) to (3) lanes (34-feet), enhancing Fire/EMS access. Provisions around the middle school building previously approved remain unchanged.

I trust these responses are found to be satisfactory. Please contact me at (330) 572-2113 or via email at jpeterson@gpdgroup.com with any questions or comments regarding this submittal.

Respectfully,

A handwritten signature in blue ink, appearing to read 'John P. Peterson', with a long horizontal flourish extending to the right.

John P. Peterson, AIA
Project Manager

C; Thomas Barone/HCSO



MEMORANDUM

To: Members of the City Planning Commission

From: Tom Barone, Director of Operations, HCSD

Date: March 26, 2025

Subject: Update on Saywell House-Status & HCSD Timeline

This Memo is to provide you with an update on the status of the Saywell House and to outline the steps the District has taken in accordance with the Master Facilities Plan and Ohio Revised Code.

As per our legal obligations, the District first offered the Saywell House for sale at a Public Auction (5/29/24). Despite our efforts to promote the auction, we received zero bids from potential buyers. Following the unsuccessful auction, the District engaged in multiple conversations with various organizations and individuals, including members of the Hudson Heritage Association (HHA), Western Reserve Academy (WRA), Mr. Allan Sveda, Mr. Curt Van Blarcum, to explore alternative options for the Saywell House. Regrettably, these discussions have not resulted in any acceptable offers.

Throughout this process, the District has remained committed to ensuring that no stone is left unturned in our efforts to find suitable resolutions for the 1927 Building and the Saywell House. We have diligently followed the guidelines set forth in our Master Facilities Plan and have adhered to the requirements of the Ohio Revised Code.

In the absence of any forthcoming acceptable offers, the District will proceed with the demolition of the Saywell House (tentatively set for June 9, 2025). This step will allow us to move forward with the necessary improvements to the Hudson Middle School (HMS).

The District understands the significance of the Saywell House and has made every reasonable effort to find an alternative to demolition. However, given the lack of viable offers and the need to progress with our planned improvements, we believe this is the most responsible course of action.

Should you have any questions or concerns regarding the timeline or the steps taken by the District, please do not hesitate to contact me. We value your input and look forward to continuing towards the successful completion of the HMS project.

TOM BARONE, DIRECTOR OF OPERATIONS





March 31, 2025

Mr. Nick Sugar
City Planner
City of Hudson
1140 Terex Road
Hudson, Ohio 44236

Hudson Middle School – Entrance Drive Improvements Staff Review Comments – Response Letter

Dear Mr. Sugar,

See the below responses to the staff comments contained in the March 19, 2025, report for the entrance drive improvements at N. Oviatt Street.

1. Staff notes, at time of submittal, provide documentation verifying the traffic circulation patterns are being followed per the original traffic report (parents entering/exiting N. Oviatt and Franklin and buses entering/exiting N. Hayden).

GPD Response: Correct, the traffic circulation patterns for arrival and dismissal are following the noted patterns per the original traffic report.

2. Staff notes, of the four options presented by GPD, the option to widen the driveway would be most impactful as it would widen a curb cut along Oviatt and demolish the historic Saywell house. Question if a more incremental approach to remedy the issue was considered, including starting with active management in front of the school. Active management would include:

- i. Ensuring drivers are utilizing the entire circle in front of the school for stacking.
- ii. Encouraging drivers to pull forward and minimize gaps.

GPD Response: See the below options discussed with City of Hudson representatives Thom Sheridan, Brad Kosco, Greg Hannan, yourself, Tom Barone from Hudson City Schools, and GPD during finalization of the post-construction traffic study.

Option 1: Active Management.

Active management in front of the school would keep vehicles moving, control traffic flow, and assist in keeping students within prescribed areas. This would involve more staff at dismissal time to encourage drivers to pull forward and minimize gaps. While this may to some degree improve the flow and better utilize the queuing lanes, this would put further strain on committing staff to additional special duties. Parents are already encouraged to utilize the full queuing lane up to and past the school entrance at the circle.

Option 2: Queuing in Staff Parking Lot.

Allowing parents to queue within the parking lot would create additional storage. This option would provide storage for an additional 16 vehicles. It is understood that this is not preferred due to safety concerns as students could potentially be walking through the parking lot to as a parent's vehicle is located and result in conflicts between cars and pedestrians. Additionally, as this is the staff parking lot, conflicts between vehicles queuing and staff departing could create further safety issues. See the below exhibit from the traffic report.



Option 3: "Cemetery" Loop Drive.

Create a one-lane paved loop for queuing in the front lawn west of the staff parking lot formerly occupied by the 1927 Building. This would provide storage for an additional 16 vehicles with reduced conflicts since it is beyond the area where most students walk. Students would utilize the sidewalk and get in cars along the current drive, while parents would wait in the queuing loop and move forward to pick up their student. This option is not desired by HCSD as would affect the character of the front lawn and limit future use of this area for school activities and memorials. See the below exhibit from the traffic report.



Option 4: Drive Widening (Selected Option).

Widen the current entrance drive from N. Oviatt Street to provide a three-lane drive for the entire length. The drive would be striped as two lanes 'in' and one lane 'out' for approximately 550'. Then the lane would be tapered out near the staff parking lot entrance to return to the existing single drop-off/pick-up lane and center bypass lane. This additional storage would take at least 25 additional vehicles off N. Oviatt Street. This expansion of the

driveway would require the removal of the Saywell House on the southeast corner of the driveway. This is the preferred by HCSD for the following reasons:

1. Provides the most on-site vehicle stacking of all options (25 vehicles).
2. Widens a current choke point at N. Oviatt Street that impedes traffic flow (2-10-foot-wide lanes).
3. Has minimal impact on school district staffing resources.
4. Addresses safety and maintenance issues with the abandoned Saywell House.
5. Maintains the integrity of front lawn for other future uses.



3. Staff notes demolition of the Saywell house would require additional review and recommendation from the Architectural and Historic Board of Review.
GPD Response: An application will be submitted through the City of Hudson Portal for review at an upcoming AHBR meeting.
4. Staff notes work is proposed within the N. Oviatt Street right of way including the expanded drive apron, sidewalk repair, and utility removal for the home along N. Oviatt Street. This work would be captured through a right of way permit and bond.
GPD Response: Such permits and bond will be secured by the contractor performing the work.
5. Staff questions if trees would be removed per the request. This would be documented in the application.
GPD Response: Certain trees will be removed only as necessary where conflicting with the proposed work. These trees are identified on the site demolition plan. New trees will be added along the south side of the drive/pedestrian path consistent with the trees installed during the middle school construction.
6. Staff suggests additional landscaping/buffering along the northern property line to reduce the impact to 91 N. Oviatt Street.
GPD Response: Note that 91 N. Oviatt St. uses the school drive for access to their driveway so in essence a shared drive. This condition appears to have evolved over the years due to the school drive at one point being part of Franklin Street. In using the school drive we feel this condition should not be interpreted as falling under buffer yard requirements. Current conditions have 91 N. Oviatt St. with an approximately 4-foot high picket fence 5-feet off the property line, the north curb of the existing drive is 4-5 feet from the property line, plus there are several mature trees along the property line, limiting the ability to provide solid fencing or

non-intrusive landscaping. We believe it is impractical or desired to install a solid 6-foot-high fence along the property line or landscaping that will encroach onto the existing drive.

I trust these responses are found to be satisfactory. Please contact me at (330) 572-2113 or via email at jpeterston@gpdgroup.com with any questions or comments regarding this submittal.

Respectfully,

A handwritten signature in blue ink, appearing to read "John P. Peterson", with a long horizontal flourish extending to the right.

John P. Peterson, AIA
Project Manager

C; Thomas Barone/HCSO