



**Downtown Phase II Public Private Partnership
Resource Information
December 2018 Draft**

Preliminary

Financials

Timeline

Approvals

Traffic

Parking

Utilities

History

PRELIMINARY PLAN

Listed below is a brief summary of the approved preliminary plan

Use	Comprehensive Plan January 2016	Preliminary Plan April-May 2018	APPROVED PRELIMINARY PLAN
Office/Commercial	135,750 sf	145,000 sf	138,043 sf*
Retail/Service (Flex)	N/A	12,300 sf	(Incorporated above)
Office (Flex)	N/A	18,426	Removed
Hotel	N/A	60 rooms	Removed
Townhome	44 units	57 units	63 units
Apartments	144 units	90 units	30 units
Condo Flats			50 units
Housing Unit total	188 units	147 units	143 units

* Office/Commercial space of 138,043 sf is anticipated to include approximately 12,000 sf of first floor business service/restaurant/personal services uses.

Housing:

Generalized rental/sale values anticipated:		
Block	Type	Ave Rate
A2	Condo Flats	\$285K or \$2,100
C	Condo Flats	\$325K or \$2,400
D/E	Townhomes	\$330-\$450K
F	Townhomes	\$300K - \$325K
G	Apartments	\$1,400 per month
H	Townhomes	\$315K - \$430K

Office: Office space will be full amenity Class A space targeted at \$25-\$30 per square foot.

Retail/Service: Destination retail will not be incorporated. Anticipated uses include restaurant, business services (copy center, dry cleaner), and personal services (fitness center). These collective uses will be limited to the ground floors of A2 and C with an anticipated area of approximately 12,000 sq ft.

Guiding Principles:

The Comprehensive Plan strongly states the following guiding principles for the project:

1. Housing Diversity
2. Quality Office Space
3. Emphasis not of Retail
4. Pedestrian Connectivity
5. Preservation of Hudson's Character

Preliminary

Goals of the Project:

Support Downtown: The Phase II project will provide complimentary uses to downtown with a focus on office space and housing, two uses which have been well received in First and Main but are in very limited supply. Additional employees and residents in the downtown will support the existing Main Street and First and Main businesses.

Financials

Expand Housing Choices: Walkable, compact housing targeted to empty nesters (including first floor masters) was the highest rated community desire out of 400 plus resident surveys completed for the 2015 Comprehensive plan. Placing empty nester housing in downtown district also easing development pressures occurring in the out, more rural portions of the community.

Timeline

Increase Economic Vitality: Replacing the under-utilized industrial facilities with the Phase II development significantly increased the tax base. Additionally, Hudson has very limited class A office space in a walkable district which is critical to business retention and attraction in the current marketplace.

Approvals

Annual tax generation	Current	Proposed
Property Tax (gross)	\$29,349	\$1,618,000
Income tax (gross)	\$162,000	\$700,000

Traffic

Parking

Utilities

History

Preliminary

Financials

Timeline

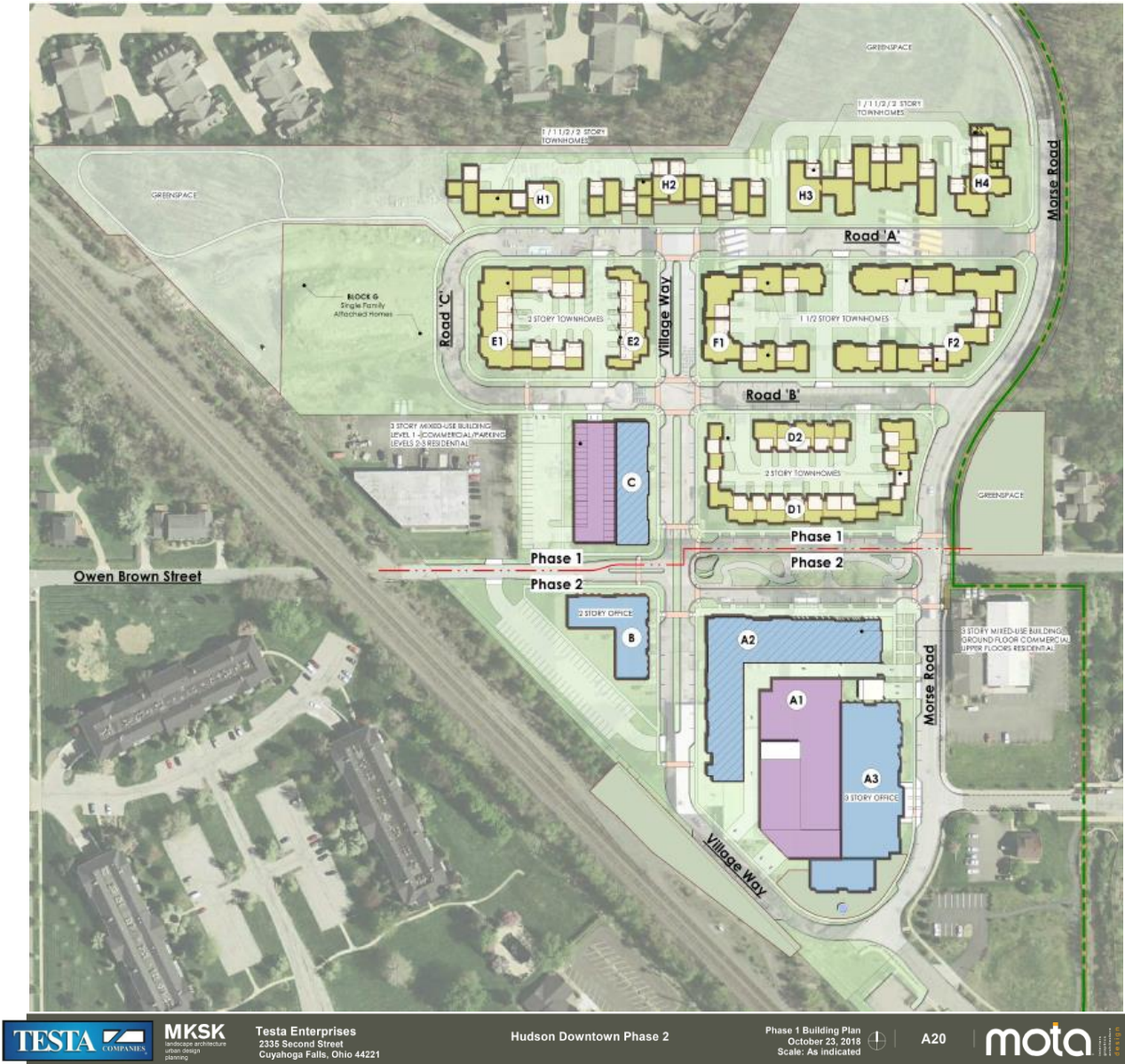
Approvals

Traffic

Parking

Utilities

History



Building Use Legend	
	63 Single Family Attached Homes
	50 Loft Condominiums (Levels 2-3, Buildings A2, C)
	Office / Commercial
	Mixed-Use - Office / Commercial / Residential
	250 - 300 Space Parking (2-3 Levels)



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PLANNING COMMISSION

CASE NO. 2017-3487

PLANNED DEVELOPMENT – PRELIMINARY PLAN DOWNTOWN PHASE II

RECOMMENDATION TO CITY COUNCIL

Based on the evidence and representations submitted to the Commission at public hearings of the Planning Commission held at its meetings on May 14, 2018, May 30, 2018, and July 9, 2018, the Planning Commission in Case No. 2018-3487 recommends that City Council approve the Planned Development – Preliminary Plan for Downtown Phase II (Permanent Parcel # 3201855, 3203716, 3200823, 3203132, 3204149, and 3204148) subject to the following conditions:

1. Submit a Planned Development-Final Plan application for each phase of the development for consideration by the Planning Commission.
2. Retail, personal service, and restaurant uses for the development should be limited to an amount consistent with the City of Hudson Comprehensive Plan in effect at the time of this recommendation.
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.
4. Incorporate the following related to the traffic analysis for review and approval by the City Engineer:
 - 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 within additional control measures if post study counts are in excess of projections
 - c. Study the Morse 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.
5. Authorize the demolition of existing buildings and site preparation of the subject acreage.
6. Revise the design of Building G to reduce the massing of the building.
7. Planning Commission recommendation is based on the Preliminary Plan dated July 2, 2018, submitted by Mota Design Group.

Dated: July 23, 2018

CITY OF HUDSON
PLANNING COMMISSION

Robert S. Kagler, Chair

City Council Approval of the Preliminary Plan – September 4, 2018

10. **Downtown Phase II Development**

- A. [18-0071](#) **Downtown Phase II Development - Planned Development Preliminary Plan (PC 2018-3487) - Motion to accept the Planning Commission recommendation and conditions of July 23, 2018, subject to the following: that the Planning Commission recommendation of the Planned Development Final Plan be forwarded to City Council for review and acceptance.**
- Executive Summary:** Planning Commission has forwarded a recommendation to approve the Downtown Phase II Planned Development Preliminary Plan (PC Case 2018-3487) subject to the conditions listed in the decision of July 23, 2018. City Council held a public hearing regarding this matter on August 14, 2018, followed by discussions at the meeting of August 21, 2018 and workshop of August 28, 2018.

Attachments: [PC Recommendation 2017-3487 Preliminary Plan Downtown Phase II](#)
[P2018-3487 SR July 23 2018 meeting](#)
[DTPH2 Preliminary Plan 2018-07-02](#)
[Memo from City Manager 8-16-2018](#)
[Memo from City Manager 8-24-2018](#)

Mr. Kelemen spoke in support of approving the Preliminary Plan, given assurances that details will be worked out and the Final Plan will be subject to further approval by Council. Mr. DeSaussure also supported this course of action, noting that this action incorporates all recommendations of the Planning Commission.

A motion was made by Dr. Williams, seconded by Mr. Wooldredge, to accept the Planning Commission recommendation and conditions of July 23, 2018, subject to the following: that the Planning Commission recommendation of the Planned Development Final Plan be forwarded to City Council for review and acceptance. The motion carried by the following vote:

Aye: 6 - Mr. Hanink, Mr. Kelemen, Mr. Weinstein, Dr. Williams, Mr. Wooldredge and Mr. DeSaussure

FINANCIALS

Basic Structure of Financing Agreement: The Developer will pay for the construction of all buildings, roads, landscaping and related improvements. The City will provide the land and financing for a portion of the parking garage.

The following summarizes the estimated investment for both the Developer and City and the annual financial impact on the City.

Partnership Investment ⁽¹⁾		
	Testa Companies	City of Hudson
Building, Street, Greenspace Construction ⁽²⁾	\$69,490,910	
Koberna, School Bus Garage and Salt Dome		\$7,396,898
Parking Garage ⁽³⁾	\$1,500,000	\$5,000,000
City Land Acquisition & Site Preparation		\$1,996,882
Site Demolition (Northern & Southern Parcels)		\$832,033
General Phase II Costs		\$224,133
Subtotal	\$70,990,910	\$15,449,946

(1) Preliminary, subject to change.

(2) Developer current estimate of probable construction cost dated August June 1, 2018.

(3) Parking Garage funding and cost sharing not finalized.

Estimate Annual Impact on City	
Total City Revenue from Phase II Development ⁽¹⁾	\$1,663,721
Estimated Annual Cost of City Investment ⁽²⁾	(\$1,380,619)
Estimated Annual Net Revenue to City	\$283,102

(1) Total City Revenue includes TIF proceeds, payments from developer for land and income taxes generated by the project.

(2) Annual Cost of City Investment represents the debt service payments to be paid over 20 years.

Conclusion:

The revenue generated by the project is projected to cover the City's cost with an annual increase of \$283,102 to the City's General Fund.

Note: The above summary information has been prepared by Umbaugh based on the June 28, 2018 concept plan and preliminary cost estimated prepared by Testa (dated July 2018).

TIMELINE

Please see the following tentative timelines

Ballot Consideration Timeline	
Council session to discuss project status/timeline	December 11, 2018
Council session with Testa Companies	December 18, 2018
Ballot issue First Reading	January 8, 2019
Ballot issue Second Reading	January 22, 2019
Ballot issue Third Reading and Action	January 29, 2019
Summit County BOE deadline to submit	February 7, 2019
Community Ballot issue	May 7, 2019

Generalized Development Timeline		
Preliminary Plan – PC/Council public hearing and action		Complete
Financial Framework discussions with Testa Companies		Jan-Feb 2019
Ballot language issued		Feb 7, 2019
Final Planned Dev	PC review and action	March/April 2019
	Council review and action	May 2019
AHBR review of architecture		April/May 2019
94 Owen Brown (Windstream one acre) land purchase		April-June 2019
Community Ballot issue		May 7, 2019
Agreement w/ Testa Companies for sale/lease of land		May/June 2019
Commence Phase I Construction		July 2019
Commence Phase II Construction		2020

APPROVALS

Preliminary

The development project will continue to proceed through the Planned Development Process established in the Land Development Code and utilized for the First and Main project. The review and approval process combines the site plan, use, subdivision, and improvement plan reviews and approvals as one application.

Financials

Preliminary Plan – completed August 2018 (PC and Council actions are attached)

1. Traffic and Parking studies
2. Preliminary Site Plan (Density, Scale, Open Space)
3. Compliance with Comprehensive Plan and Standards per Section 1204.02(b)

Timeline

Final Planned Development: (submitted by Testa Companies as the applicant)

The Final plan application will require approval by both the Planning Commission and City Council. The application will define:

- Subdivision Plat the location for the private parcels and public rights of way.
- Site Plan approvals for the private parcel development
- Improvement Plans for the construction of the streets, sidewalks, and utilities.
- Phasing The project will be phased in over 2- 3 years.
- Performance bond will be required. The developer will need to submit a bond to cover the cost of the public improvements (all work within the right of way)
- Traffic improvements will be defined and the developer must complete applicable improvements or submit funds to be utilized for the City of Hudson to implement the improvements.

Approvals

Traffic

As with the approval of the preliminary plan, the final approval may have conditions attached to it. These conditions can include, but not be limited to the following:

Parking

1. The density or intensity of proposed uses.
2. Proposed timing and phasing of the public improvements and the private parcels.
3. Provisions to protect environmentally sensitive land.
4. Standard approval language requiring future approval by the City Engineer for the public improvements, storm water, etc.

Utilities

All public street and right of way construction work will be managed and funded by the developer and then dedicated to the city once completed per plan. This is the same process used for typical residential subdivisions.

History

Land Lease/Purchase Agreement: The City of Hudson will enter into a purchase agreement with the developer for the transfer of the land

- Price for the purchase of the land
- Terms to define land sale is for the implementation of the DTPH2 project
- Consideration of delayed or annual payment rather than lump sum
- Safeguards to retain the property if the project goes into default

TRAFFIC

Transportation Network

Preliminary

All new roadways within the proposed development will be installed to the City of Hudson Engineering Standards and other applicable agency standards by the developer at their own cost.

The Proposed Street Layout - Downtown Phase 2

Financials

The proposed roadway layout within the development will be required to be designed to the City of Hudson Engineering Standards and comply with the Traffic Impact Studies. The proposed design will be reviewed and inspected by the City Engineering staff for compliance with our City standards. The proposed roadway layout within the development will provide multiple options to enter and exit the development, which will minimize delays at the proposed intersections. The proposed roadway along Owen Brown St. within the development will be designed to limit through traffic onto the historic block of Owen Brown (Morse Road to N. Main St.), by providing traffic restrictions techniques to minimize through traffic. (See the TMS Engineers - Traffic Impact Study, Section 5.5.)

Timeline

Approvals



Conclusion:

Traffic

The TMS Engineers – Traffic Impact Study (2018) and the City of Hudson Administration agree the proposed roadway network shows no significant problems in relation to safety and efficiency of vehicular traffic within the proposed development.

Traffic Analysis

Parking

The City of Hudson performed two separate traffic studies based on the Downtown Phase 2 comprehensive plan & the preliminary plans from the developer, which included the planned uses for the development (i.e. Office, housing, etc.).

Utilities

History

The 2018 Traffic Impact Study prepared by TMS Engineers reviewed the existing and proposed traffic volumes of the Hudson Phase 2 Development, including 36 intersections within 1-mile of the proposed Downtown Phase 2 Development at the City of Hudson's request. The scale of the study was expanded further than the typical requirements for a private development by the City in order to provide additional insights into the traffic outside of the ¼ mile requirements. The traffic impacts as stated in the study are only for the peak hour(s) each day and should not be interpreted for the entire day. The existing philosophy of Hudson is to not construct more through lanes of roadway on SR 303 and SR 91 for only a limited amount of time each day that experiences some traffic delays, in order to maintain the charm of the community. Other alternatives are always studied, including new technologies to safely and efficiently move traffic through the downtown business district including - adaptive signals; directional signage; bypassing traffic around the central downtown business core; etc.

Preliminary

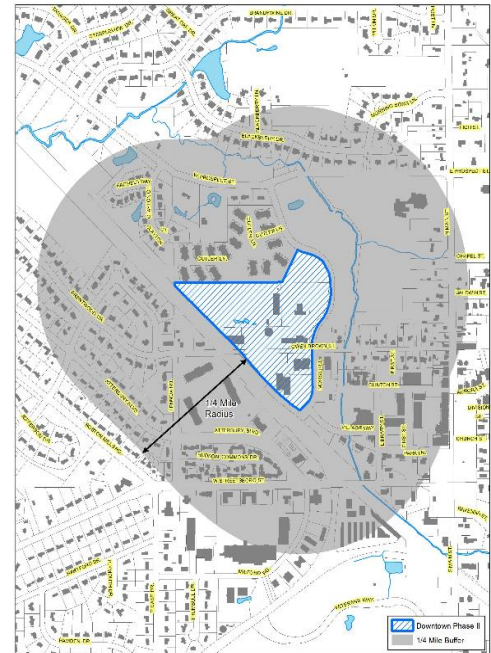
Based on the Hudson Land Development Code (LDC), the developer is required to improve the impacted intersections **within ¼ mile** of the proposed development to a **Level of Service C** or better. This level is based on using letters **A** through **F**, with **A** being the best and **F** being the worst, similar to academic grading.

Financials

Note: The Level of Service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc.

Timeline

The following intersections will most likely be functioning below a Level of Service (LOS) C following the construction of the proposed development and will need to be improved per the Traffic Impact Study by the developer:



¼ mile Map of the Downtown

Approvals

Traffic

Traffic Improvements to be Completed by the Developer	
Intersections	Improvements
Roadways within ¼ mile of development	Per the Hudson LDC and Engineer Stnds.
Owen Brown St. & Morse Rd. (incl. Historic Block)	Multi-Way Stop signs; Road Restrictions
Clinton St. & N. Main St.	Adaptive Signals
Owen Brown St. Railroad Underpass	Stop Sign; Signal; Pedestrian Walk
W. Prospect St. & N Main St.	Westbound Left-Turn Lane; Adaptive Signal

TMS Engineers, Inc. Traffic Impact Study (2018)

Parking

The detailed TMS Traffic Study also identified the following intersections outside the ¼ mile improvements that are required by the developer, that should be studied with future capital projects by the City of Hudson and possible grant funding.

Utilities

History

Traffic Improvements to be Completed by the City of Hudson	
Intersections	Improvements
Brandywine Dr. & N. Main St.	Study; Center Turn Lane
Morning Song Ln. & N. Main St.	Study; Center Turn Lane; Road Closure
Valley View & Hines Hill Rd.	Roundabout; Signal
SR 91 & SR 303	Adaptive Signals; Study
SR 303 & Boston Mills Road/Atterbury/Library	Adaptive Signals

TMS Engineers, Inc. Traffic Impact Study (2018)

Preliminary

Conclusion:

Following the construction of the proposed development, the City of Hudson will perform a **Post Traffic Study** (2022) to determine if the traffic improvements as stated in the TMS - Traffic Impact Study (2018) have improved the projected traffic impacts or if additional improvements are required. The City Engineering Dept. monitors traffic within the City on a regular basis and will study and make any changes to the signal timings to assist with changes in traffic patterns.

Financials

Timeline

Approvals

Traffic

Parking

Utilities

History

Preliminary

Financials

Timeline

Approvals

Traffic

Parking

Utilities

History

PARKING



WALKER
CONSULTANTS

An extensive parking study was completed by Walker Consultants, a national leader in downtown parking management. A parking demand analysis was performed for Phase II to determine peak hours of each proposed use and maximum efficiency of the parking.

The weekday 2pm peak hour parking demands for the commercial development require 451 spaces. Staff notes that 456-506 parking spaces have been proposed for use by the commercial office users and visitors (250-300 space parking deck, 124 surface lot spaces, and 114 on-street spaces).

Remaining spaces are proposed within the residential, with two spaces provided per residential unit in addition to guest parking for a total development count of 926 spaces.

Parking Summary

Block	Surface	On-Street	Structured
A	0	41	300
B	54	5	0
C	38	7	34
D	36	28	36
E	28	19	28
F	26	33	26
G	89	4	0
H	36	22	36
TOTALS	307	159	460

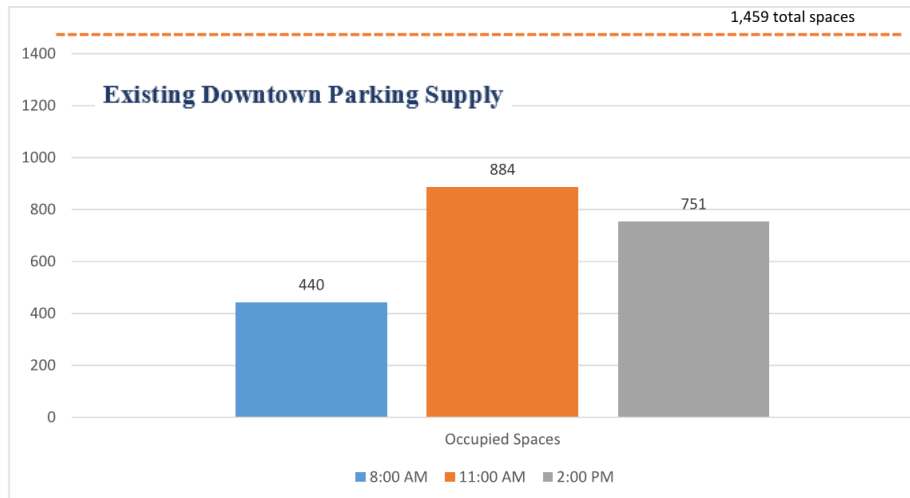
Total Proposed Parking

926

Existing Downtown:

The study also looked at current downtown parking needs. Key findings include:

1. A total supply of 1,459 spaces are present with 962 spaces available for the public. At a daytime peak of 11am, the occupancy was observed to be at 65%.
2. Existing count is acceptable; however, expanded management activity is needed
3. Public relations campaign regarding benefits of rigorous parking enforcement
4. Establish two-hour time limits for on-street spaces
5. Promote walkability
6. Improve signage
7. Pursue shared parking
8. Increase enforcement activities



UTILITIES

Preliminary



All new utilities within the proposed development will be installed to the City of Hudson Engineering Standards and other applicable agency standards by the developer at their own cost.

Financials

The Storm Drainage System

The proposed development will be designed to the current City of Hudson Engineering Standards for storm water management. The proposed design will be reviewed and inspected by the City Engineering staff for compliance.

Timeline

Hudson Storm Water Management Design Standards

1. The 25-year post-development peak discharge shall be controlled to the 1-year pre-development peak discharge. (Note: The typical Hudson Standard is 25-year-post development peak discharge to a 2-year pre-development peak discharge, therefore this design is more conservative.)
2. The 50-year post-development runoff shall be controlled to the 50-year pre-development runoff.
3. The 100-year post-development runoff shall be controlled to the 100-year pre-development runoff.

Approvals

Traffic

The current 22-acre area of the existing Windstream, Hudson School Bus Garage, and the City of Hudson Public Works buildings, known as the proposed Downtown Phase 2 Development, were not required to install storm water management control structures when they were originally built, therefore this area directly discharges storm runoff to the adjacent Brandywine Creek Tributary. The new development will be required to install storm water management control structure(s) that will control and store the storm water runoff and reduce the peak rate of runoff from the new roads, buildings and other impervious areas, and provide water quality benefits. The final discharge rates will be significantly lower up to and including the 25-year frequency storm event.

Parking

Utilities

Conclusion:

The developer will be required to control the storm water runoff from the new development, which is a requirement of all new developments within the City of Hudson per our standards. The proposed development will not negatively impact any of the adjacent neighborhoods with this project.

History

The Domestic Water System

The proposed development will be required to be designed to the current City of Hudson Engineering Standards and Ohio EPA. The proposed design will be reviewed and inspected by the City Engineering staff for compliance with our City standards. The existing Hudson water system has the available domestic water capacity and pressure to supply the proposed development.

Preliminary

Financials

Timeline

Approvals

Traffic

Parking

Utilities

History

Latest Flow Data for this area:

Test Location	Static Pressure	Residual Pressure	GPM Flowed per Nozzle	# of Nozzles Flowed	Adjusted Flow	GPM Available at 20 PSI	Test Date	Test Time
Morse Road; 90 Block	87	80	1400	2	2520	8534	05/16/18	9:10
Adjusted Flow = GPM Flowed per Nozzle X # of Nozzles Flowed X 0.9 Coefficient								

Conclusion:

The proposed development will have no negative impact on the existing City of Hudson water system.

The Sanitary Sewer System

The developer will be required to design the development to the current Summit County, Ohio Department of Sanitary Sewer Services Engineering Standards. The County will review the plans and inspect the construction of the new sanitary sewer. The project will also be reviewed by the Ohio Environmental Protection Agency for compliance with their policies and standards.

The proposed development will not be connected to the existing sanitary sewer system that currently serves 1st and Main, N. Main St. and the Owen Brown/Chapel/Church sanitary sewer system. No basements are proposed in this new development due to the proximity of the FEMA floodplain in this area of Brandywine Creek.

Conclusion:

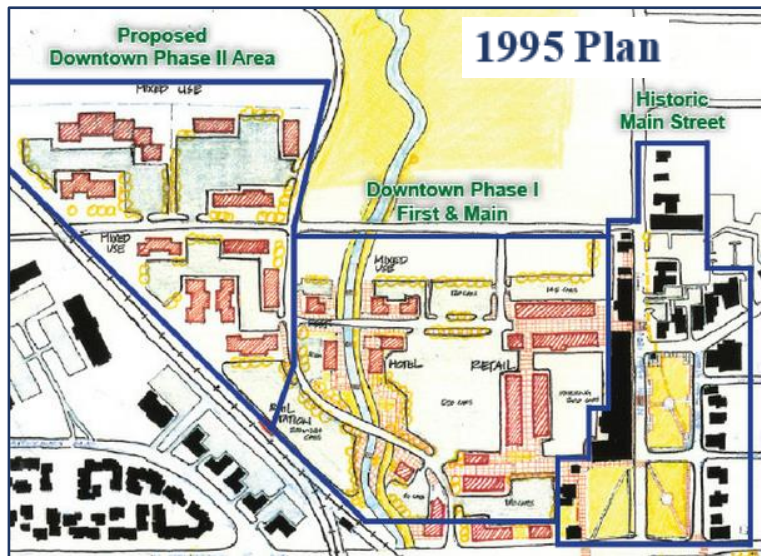
The County will not permit the new sanitary system to negatively impact the adjacent areas in Hudson.

HISTORY 1995 Plan

Preliminary

Financials

Timeline



Create the vision – Comp Plans (1995-2015)

1995 Plan set vision
2015 Plan studied Phase II

Generate the plan (2016-2017)

Public RFQ process
TIF District established north of Owen Brown Street.

Testa Companies year-long effort to prepare concept

Analyze the concept:
(2017-2018)

- Market study
- Parking Study
- Traffic Study

Approvals

Traffic

Prepare for
Development (2018-2019)

Parking

- PC and Council review of Preliminary Plan – completed September 2018
- Relocation of Salt Dome and Bus Garage Facilities - to be completed June 2019

Utilities

History

CREATE THE VISION (1995 - 2015)	GENERATE THE CONCEPT PLAN (2016 - 2017)	ANALYZE THE PLAN (2017 - 2018)	PREPARE FOR DEVELOPMENT (2018 - 2019)	PROJECT CONSTRUCTION (2019 - 2021)
Completed	Completed	Completed	In Progress	Future
<p>1995 Comprehensive Plan set long-term vision for First & Main and Downtown Phase II.</p> <p>1996 Downtown Improvement Committee created.</p> <p>2004 First & Main opened.</p> <p>2015 Comprehensive Plan updated; vision for Downtown Phase II focuses on housing and office use through extensive public engagement.</p>	<p>2016 Tax Increment Financing (TIF) established with support of Hudson City Schools to fund relocation of public facilities.</p> <p>2016 Request for Qualifications (RFQ) issued for development partner.</p> <p>2016 Testa Companies selected as developer.</p> <p>2017 Extensive public engagement process - open houses, surveys, interviews, presentations, stakeholder meetings.</p> <p>2017 Land acquisition of Windstream property.</p> <p>2017 Planning and environmental studies to relocate Hudson Public Power, salt dome, and school bus garage completed.</p>	<p>October 2017 - April 2018 Traffic study to examine traffic compared to pre-development traffic.</p> <p>October 2017 - April 2018 Parking study to examine current and future parking needs for project and larger downtown.</p> <p>2017 - 2018 Prepare market analysis based on Concept Plan.</p> <p>2018 Determine preliminary construction costs and project phasing.</p> <p>2018 Relocate Hudson Public Power to Hudson Gate Drive.</p>	<p>Summer 2018 - Spring 2019 Public review process for Preliminary Plan at Planning Commission, Architectural & Historic Board of Review, and City Council.</p> <p>2018 - Spring 2019 Relocate salt dome and bus garage to Hudson Drive property.</p> <p>January 2019 - April 2019 Establish Financial Agreement.</p> <p>January 2019 - April 2019 Public review process for Final Plan at Planning Commission, Architectural and Historic Board of Review, and City Council.</p>	<p>2019 Finalize plans for first building on site.</p> <p>2019 - 2021 Final planning and phasing. Begin construction of first building in Spring 2019. Construction will be done in phases.</p>

- Demolition: 12/18-2/19 for HPP, Salt Dome & Windstream (Bus Garage in 2019)
- Land Acquisition –complete in 2019
- PC and Council review of Final Plan - 2019