



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

DATE: July 19, 2018

TO: City of Hudson Planning Commission for July 23, 2018 Meeting

FROM: Greg Hannan, Community Development Director
Kris McMaster, City Planner

SUBJECT: Downtown Phase II Development -
Planned Development – Preliminary Plan

ZONING: District 5 – Village Core District

PC Case No: 3487

Project Introduction

Staff is providing the following information as an addendum to the Staff report from the July 9, 2018. At the close of the Public Hearing on July 9th, Planning Commission members discussed several items relates to the preliminary plan. Staff provides the below additional information:

The following information is attached to this report:

1. Letter from Asst City Manager Thom Sheridan, dated July 19, 2018.
2. Traffic matrix (revised) submitted by Asst City Manager Thom Sheridan, received July 19, 2018.
3. Memorandum from TMS Engineers to Thom Sheridan regarding the site plan review, dated July 18, 2018.
4. Memorandum from TMS Engineers to Thom Sheridan regarding the Trip Generation Analysis, dated July 19, 2018.
5. Staff Report from the May 30, 2018 Planning Commission Meeting.

Discussion items from July 9, 2018 Meeting:

In response to discussions at the July 9, 2018 meeting, TMS Engineers has provided some further traffic analysis (attached). Staff offers the following summary:

1. Traffic related comments:
 - a) Morse and Village Way alignment: TMS consultants has commented that the intersection could be further studied as part of the final plan stage with a more traditional T intersection or round about considered.
 - b) Comprehensive city-wide traffic management plan: City of Hudson currently has a traffic committee that reviewed, monitors, and manages the system on an

- annual basis. The City has also commenced with an adaptive signal study to integrate all downtown signals with adaptive technology.
- c) North–South Median on West Way: TMS consultants has noted several techniques to further study the design of the north-south median so through traffic is controlled without significant impact to general traffic flow. These items include consideration of a temporary installation and allowances for some additional traffic movements (north bound Village Way to west bound Owen Brown). Staff recommends this design be finalized with the final plan stage, subject to City Engineer acceptance. Staff also notes all roadways will be public right of way allowing the City of Hudson to adjust traffic medians and access in the future in response to observed conditions.
 - d) Traffic Impact of residential development vs commercial: TMS studied the upper floors on the A2 building and compared the currently proposed 30 units of multifamily vs converting that 54,124 square feet to office space. The residential would be expected to generate 18 trips in the AM peak hour and 22 trips in the PM peak hour while the office space would be expected to generate 97 trips in the AM peak hour and 125 tips in the PM peak hour.
- 2. Block G – revise the design to break down the large mass:
 - Staff feels this discussion is appropriate and should be adjusted as part of the final plan stage.
 - 3. Discussion regarding a defined amount retail space:
 - As discussed in the July 9, 2018 staff report, the Comprehensive Plan states there shall be less emphasis on retail; however, a limited volume may be appropriate for ground floor uses within identified mixed used buildings, if supported by the market. The draft decision recommends City Council establish criteria related to retail/restaurant uses within the development agreement.
 - 4. Angled parking stalls at the Owen Brown Street greenspace:
 - Testa Companies has noted a desire to utilize parallel parking adjacent to the Owen Brown Boulevard.

Upcoming Schedule

Listed below is a generalized timeline regarding the upcoming milestones:

Step	Tentative Timing	Notes
Planning Commission	July 23, 2018	Recommendation on Preliminary Plan
City Council	August 2018	Preliminary Plan Public Hearing
City Council	August -September, 2018	Preliminary Plan second and third readings
Demolition-Site Prep	October-November 2018	
Planning Commission	November-December 2018	Final Planned Development and Development Agreement
City Council	January-February, 2019	Development Agreement
Phase I Construction	Spring 2018	

Required PC Action, Chapter 1203.04(c)(2):

The Planning Commission shall make specific recommendations for final action to City Council. City Council shall then conduct a public hearing and take final action.

The proposal will then be further developed and submitted for Final Planned Development of the first phase (and any subsequent phases). This submittal will include more detail development plans including subdivision, infrastructure plans, grading, utilities, and landscaping.

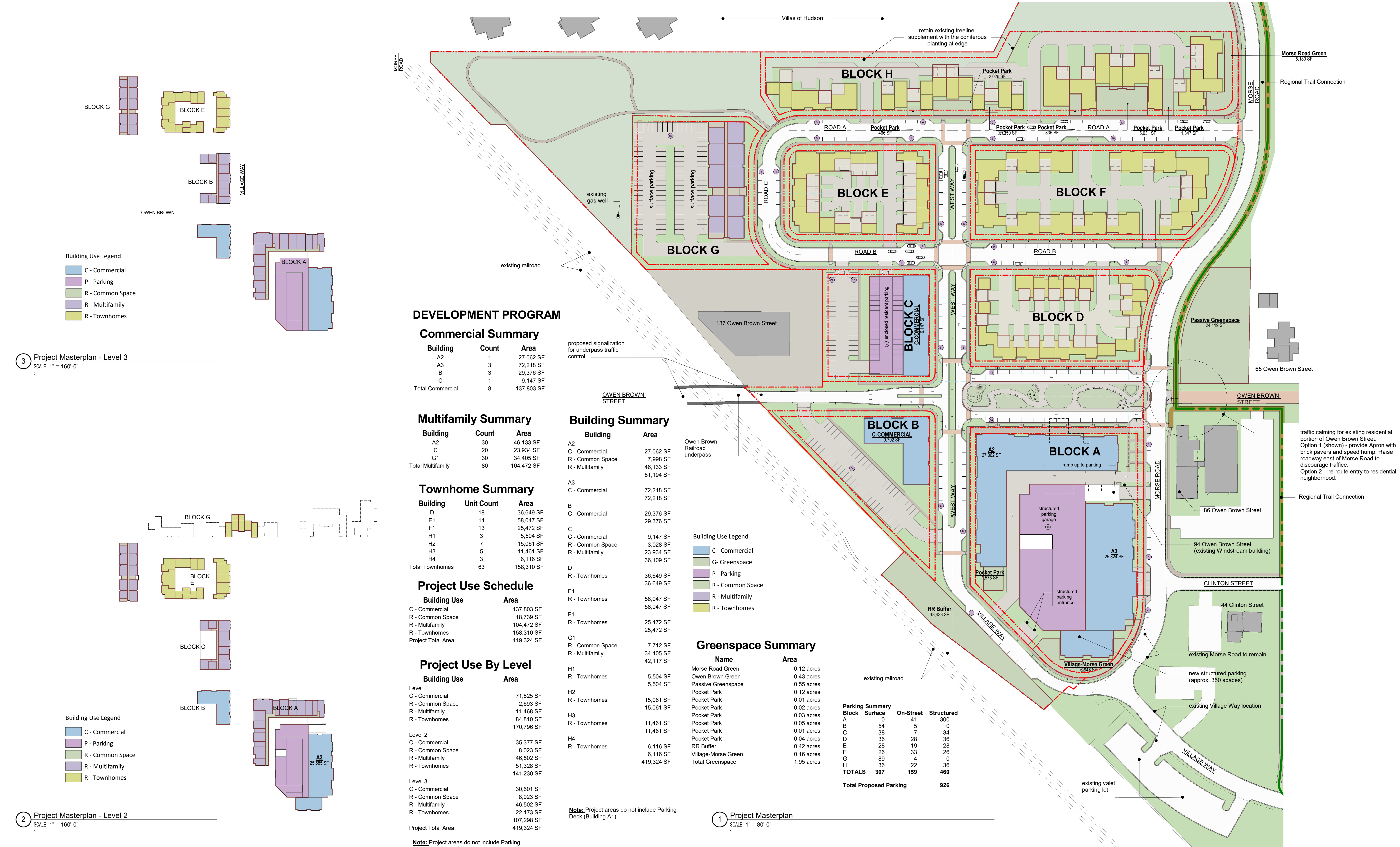
Recommendation

Staff recommends that Planning Commission recommend Council approve the requested Preliminary Planned Development for Downtown Phase II Parcel Permanent Parcel # 3201855, 3203716, 3200823, 3203132, 3204149, and 3204148 per the preliminary plan dated July 2, 2018 submitted by Mota Design Group (attached).

If Planning Commission agrees with this recommendation, then it may use the following as the basis for its recommendation to 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 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 established at an amount consistent with the Comprehensive Plan.
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 post development traffic counts 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 the north-south median to the least restrictive design possible to address through traffic as accepted by the City Engineer.
5. Authorize the demolition of existing buildings and site preparation of the subject acreage.



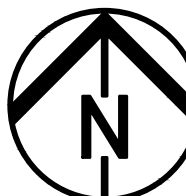
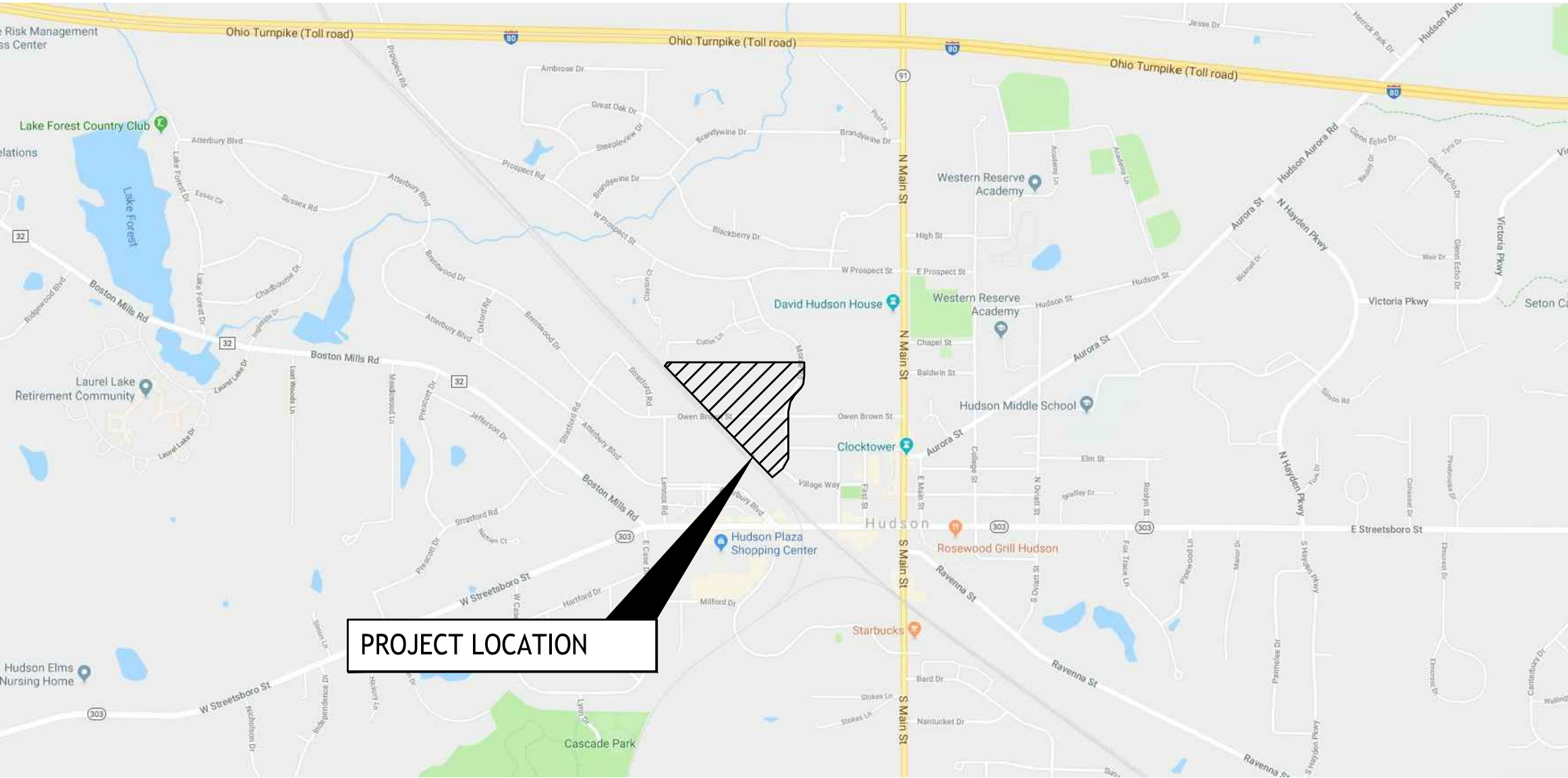
CITY OF HUDSON
FIRST & MAIN DEVELOPMENT
PHASE II

SITUATED IN:
THE CITY OF HUDSON,
COUNTY OF SUMMIT,
STATE OF OHIO
BEING PART OF:
HUDSON TOWNSHIP
LOT NO. 55
PPN 3204076, 3200823, 3203716, 3203132, 3204149,
3204148, 3203926

LEGEND:

- EX R/W
- PROJECT LIMITS
- EX SANITARY LINE
- EX STORM LINE
- EX WATER LINE
- EX GAS LINE
- EX MH/CB
- EX HYD
- EX BUILDING LINE
- EX WETLAND TO BE IMPACTED
- EX WETLAND TO REMAIN
- EXISTING COUNTORS, MAJOR/MINOR

CURVE TABLE					
CURVE #	RADIUS	LENGTH	BEARING	TANGENT	DELTA
C1	330'	92'	S70°25'32"E	46.4'	16°00'30"
C2	271'	367'	N39°32'37"W	218.2'	77°46'22"
C3	270'	212'	N21°50'34"E	111.8'	45°00'00"
C4	330'	87'	S36°46'39"W	43.8'	15°07'39"
C5	330'	172'	S14°16'42"W	88.0'	29°52'15"
C6	270'	177'	S18°05'36"W	91.7'	37°30'04"
C7	170'	138'	N22°40'59"E	73.1'	46°31'17"
C8	2516'	102'	S44°57'45"E	51.0'	2°19'13"





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

Date: July 19, 2018
To: Greg Hannan, Community Development Director
From: Thomas J. Sheridan, P.E., P.S., Asst. City Manager – Professional Services
Re: **Downtown Phase 2 Development Traffic Engineering Review**

Dear Mr. Hannan:

The City of Hudson Engineering Department retained TMS Engineers, Inc. in 2017 to review the Downtown Phase 2 Development roadway network and to identify any traffic impacts that may negatively affect the adjacent existing roadway network within this area of Hudson.

The final version of the study has been completed and the following is a summary of their findings:

1. The study identified 6 intersections adjacent to the proposed development that will need to be studied and improved within future 5-year City of Hudson Capital Budgets, as approved by City Council. *(See the attached matrix.)*
2. The traffic consultant identified several areas within the proposed street network development that will need to be further analyzed by the Hudson Engineering Department, as the detailed improvement plans are designed, per the memo date July 18, 2018.
3. Following the completion of the proposed Downtown Phase 2 Development, the City of Hudson will perform a post-traffic study on the Hudson roadway/intersection network within 0.5-mile radius of the development to determine if the traffic impacts within the original 2018 traffic study conclusions were correct. If impacts are identified that negatively impact the existing roadway network in contrast from the 2018 traffic study, the City will study the issue(s) and make the necessary improvement(s) to the network as approved by the City Council at that time.

Therefore, based upon the above items, the Engineering Department APPROVES the preliminary plan for the Downtown Phase 2 traffic study.

If you have any questions, please contact our office.

Sincerely,

Thomas J. Sheridan, PE, PS
Assistant City Manager – Professional Services

C: File.

Downtown Phase 2 Traffic Impact Study

Level of Service Matrix and recommended improvements

19-Jul-18

	Intersections	Existing Conditions (2017)	Post-Development w/out recommended improvements (2021)	Post-Development w/ recommended improvements (2021)	Recommended Improvements	Proposed future actions
		Level of Service AM/PM	Level of Service AM/PM	Level of Service AM/PM		
	Existing intersection below a Level of Service C, without the proposed development					
1	Valley View and Hines Hill Road	C/(D)	C/(F)	A/A	Future Roundabout	Future Hudson Capital Budget Project - Potential Outside funding available.
2	State Route 91 and Morningsong Drive	C/(D)	(D)/(D)	C/C	SR 91 Center Turn lane	Future Hudson Capital Budget Project - Potential Outside funding available.
3	State Route 91 and State Route 303	C/(D)	(D)/(D)	(D)/(D)	Under design	Currently an AMATS funded project. Construction 2021.
	Intersections below a Level of Service C, following the development					
4	State Route 91 and Brandywine Drive	C/C	(D)/(E)	B/C	SR 91 Center Turn lane	Future Hudson Capital Budget Project - Potential Outside funding
5	State Route 91 and Aurora/ State Route 91 and Clinton	C/C - A/C	(D)/(D) - B/C	(D)/C - B/C	Left-turn lanes only, Adaptive signal, Further study	Additional detailed study of this intersection. Future Capital Budget Project.
6	State Route 91 and Ravenna Street	B/C	C/(D)	C/(D)	Under design	Currently an AMATS funded project. Construction 2021.
	Intersections previously identified in 5/25/2018 TIS for recommended Improvements (improvements no longer applicable)					
7	State Route 303 and Oviatt Street	(D)/(E)	(D)/(E)	A/B	Adaptive signal, Further study, Traffic signal	Future Hudson Capital Budget Project - Potential Outside funding
8	State Route 303 and Boston Mills Road	C/C	C/C	C/C	Adaptive signal, Further study	Future Hudson Capital Budget Project - Potential Outside funding.
9	State Route 91 and Prospect Street	B/B	B/C	B/C	Post-development study, Left-turn lane	Post-Development traffic study needed - Future Capital Project - Potential outside funding

Note: This matrix does not include the projected impacts in 2041.

Industry standards for Level of Service ratings are as follows: LOS A - best and LOS F - worst

Memo

Date: 7/18/2018

To: Mr. Thomas J. Sheridan, PE, PS, CFM
City of Hudson

From: Andrew B. Comer, P.E.
TMS Engineers, Inc.

Subject: Hudson Phase 2 Project
Site Plan Review

TMS Engineers, Inc. has reviewed the revised site plan dated July 2, 2018. We offer the following comments and recommendations for consideration during the engineering and design phase of the development:

MORSE ROAD SIGHT DISTANCE

- The areas along the Morse Road intersection approaches and across their included corners should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. These unobstructed areas are known as sight triangles. The provision of sight triangles also allows the driver on the major road to see any vehicles stopped on the minor road approach and to be prepared to slow or stop, if necessary.
- Proper sight distance should be provided at all intersections along Morse Road. At a minimum the necessary stopping sight distance of 200 feet for a design speed of 30 miles should be provided for northbound and southbound vehicles on Morse Road approaching the intersections. The setback and/or height of all buildings, signs, and landscaping should be sufficient, so vehicles have an unobstructed view approaching the intersection.
- It is also practical to provide adequate intersection sight distance for vehicles turning from the side streets onto Morse Road. Intersection sight distance allows for turning vehicles to adequately see oncoming traffic, make a decision, and execute their turn maneuver. 335 feet of available intersection sight distance is recommended for left turning vehicles and a design speed of 30 miles. 290 feet of intersection sight distance is recommended for right turning vehicles and a design speed of 30 miles per hour. The setback and/or height of all buildings, signs, and landscaping should be sufficient so vehicles on the minor street have an unobstructed view along the north and south Morse Road approaches for a minimum of 335 feet.

OWEN BROWN UNDERPASS

- The use of traffic signals and smart signal technology at the Owen Brown underpass can be used to control the right-of-way through the underpass. A phase in the signal operation can be used to allow for a pedestrian only phase where vehicles are held on each side of the underpass while pedestrians use the underpass.
- The design of the traffic control should account for the adequate placement of the traffic signal heads and pedestrian signal heads on each side of the underpass.
- Signal timing calculations should be reviewed to ensure that the necessary amount of time for a pedestrian only phase that allows a pedestrian to safely travel from one side of the underpass to the other is provided.
- There is an existing access along the north side of Owen Brown to the east of the underpass and a proposed access directly across from it. These driveways should be placed outside the traffic control for the underpass so they can see the control and operation of the underpass.
- The placement of stop bars should be reviewed to ensure vehicles have the proper distance to transition from their through lane, into the underpass, and back into their through lane without coming into conflict with queued traffic on the opposite side of the underpass.

INTERSECTION TRAFFIC CONTROL

- The intersection of Morse Road and Owen Brown Street is recommended to have stop sign control on the Owen Brown Street approaches.
- The intersection of Morse Road and Clinton Street is recommended to have stop sign control on the Clinton Street approach.
- The intersection of Morse Road and Village Way is recommended to have stop sign control on all three approaches due to the intersection configuration impacting the ability of vehicles to see each other. Roundabout control at this intersection would be a viable alternative.
- The intersection of Morse Road and Village Way would need to be re-aligned to create a more traditional T-intersection to allow continuous flow along Village Way with minor street stop sign control on Morse Road.

ROADWAY & PARKING GEOMETRIC DESIGN

- The AASHTO “**Policy of Geometric Design of Highways and Streets**” recommends a roadway width of 9 feet to 12 feet for an urban local roadway.
- Parallel parking along the roadways are recommended to have a minimum stall dimension of 8 feet wide by 24 feet long.

- It is recommended that the proposed roadways and on-street parking dimensions remain consistent with those found in the existing downtown area.
- All roadway widths and curb radii throughout the proposed development should be of sufficient width to accommodate the movement of all City emergency and service vehicles.

VILLAGE WAY & OWEN BROWN MEDIAN

- The use of the median along Village Way is only necessary at Owen Brown Street to prevent the east-west through movement.
- The use of bollards and pavement markings at Owen Brown Street and Village Way can be used as a temporary installation to determine the impact of restricting movements at this intersection before constructing a more permanent raised median.
- Turning radius analyses should be performed each end of the medians on Village Way and Owen Brown. Appropriate signage that prohibits u-turns should be placed at all locations where the radius and roadway width is not sufficient to allow a u-turn maneuver. All signs prohibiting u-turns should be in conformance with the guidelines and recommendations found in the **OMUTCD**.
- The use of roundabouts at the intersections of Village Way with Road B or Road A should be considered for their ability to allow a u-turn type maneuver at the end of the medians.
- Westbound left turns through the median at Owen Brown Street and Village Way could be permitted through the use of a channelized turn lane that would direct the left turn movement and still prohibit the through movement across the intersection.
- The east end of the Owen Brown median at Village Way should be constructed to channelize the eastbound right turn movement to reduce the chance of a vehicle turning left and proceeding in the wrong direction against southbound traffic.

ADDITIONAL COMMENTS

- Consideration should be given to restricting or closing the proposed access along the south side of Owen Brown between the underpass and Block B so the parking area does not become a cut-through option with the westbound left turn restriction at the intersection of Owen Brown Street and Village Way.
- Wayfinding signage is recommended throughout the development that directs motorists to places of interest within the downtown area as well as to roadways within the study area for ingress and egress to the development site.

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

Memo

Date: 7/19/2018

To: Mr. Thomas J. Sheridan, PE, PS, CFM
City of Hudson

From: Andrew B. Comer, P.E.
TMS Engineers, Inc.

Subject: Hudson Phase 2 Project
Trip Generation Analysis

TMS Engineers, Inc. has reviewed the revised site plan date July 2, 2018 and performed additional trip generation analyses for the Downtown Phase 2 project.

The procedures and guidelines detailed in the May 25, 2018 TIS will be used in all analyses performed for the review of the site plan, the development density, and the corresponding site generated traffic volumes. Any reductions in the density of a land use will be compared to the development densities from the analysis that was conducted for the May 25, 2018 TIS.

The following are the results of our analyses.

TRIP GENERATION ANALYSIS

A trip generation analysis was performed to determine if the expected site generated traffic volumes from the July 2, 2018 site plan would be expected to reduce the impacts on the adjacent study area roadways and intersections as compared to the May 25, 2018 TIS.

The following table details a comparison between expected site generated traffic for the proposed development as previously reported in the May 25, 2018 TIS and that determined for the density detailed in the July 2, 2018 site plan. A summary of the trip generation results for the July 2, 2018 site plan can be found attached to this report.

TRIP GENERATION COMPARISON
May 25, 2018 TIS vs July 2, 2018 Site Plan

LAND USE SCENARIO	TRIP ENDS			
	Weekday Peak Hour Between 7-9 AM (Enter/Exit)		Weekday Peak Hour Between 4-6 PM (Enter/Exit)	
05-25-2018 TIS	305	114	146	280
07-02-2018 Site Plan	250	104	123	234
DIFFERENCE	-65	-10	-23	-46
	-75		-69	

Based on the updated development density detailed on the July 2, 2018 site plan the AM peak hour trips are expected to be decreased by a total of 75 trips. The AM entering trips decrease by 65 trips and the exiting trips decrease by 10 trips. The PM peak hour trips are expected to be decreased by a total of 69 trips. The PM entering trips decrease by 23 trips and the exiting trips decrease by 46 trips.

The expected reduction in the site generated traffic volumes due to the revised July 2, 2018 site plan development density is expected to reduce the impact on the intersection levels-of-service as compared to the May 25, 2018 TIS.

It should be noted that development sizes are necessary to make a direct comparison of the impact of trips generated by commercial space as compared to residential space. A 54,124 square foot commercial space would be expected to generate 97 trips in AM peak hour and 125 trips in the PM peak hour. A 30-unit residential development would be expected to generate 18 trips in the AM peak hour and 22 trips in the PM peak hour. Based on these two development sizes the commercial space would be expected to have a greater impact than residential space.

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

New Trip Generation - Full Build

7/2/2018

Hudson, Ohio

ITE TRIPGENERATION			TRIP ENDS			
ITE Code	Description	SIZE	Weekday Peak Hour Between 7-9 AM (Enter/Exit)		Weekday Peak Hour Between 4-6 PM (Enter/Exit)	
220	Multifamily Housing(Low-Rise)	63	10	26	25	18
Internal TripReduction		Units	--	--	--	--
Driveway Volumes Less Internal Trip Reduction			10	26	25	18
221	Multifamily Housing(Mid-Rise)	80	8	21	22	14
Internal TripReduction		Units	--	--	--	--
Driveway Volumes Less Internal Trip Reduction			8	21	22	14
310	Hotel	Rooms				
Internal Trip Reduction						
Driveway Volumes Less Internal Trip Reduction						
710	General Office Building	125,802	179	24	37	167
Internal Trip Reduction		Sq Ft	-18	-18	-3	-4
Driveway Volumes Less Internal Trip Reduction			161	6	34	163
820	Shopping Center	6,000	51	43	37	37
Internal Trip Reduction		Sq Ft	-11	-13	-22	-12
Driveway Volumes Less Internal Trip Reduction			40	30	15	25
Diverted Trip Reduction (AM-NA / PM -26%)			--	--	4	7
932	High-Turnover Restaurant	6,000	48	36	54	50
Internal Trip Reduction		Sq Ft	-17	-15	-12	-21
Driveway Volumes Less Internal Trip Reduction			31	21	42	29
Diverted Trip Reduction (AM-NA / PM -26%)			--	--	11	8
TOTAL DRIVEWAYVOLUMES			250	104	138	249
TOTAL DIVERTED TRIPREDUCTION			--	--	15	15
TOTAL NEW TRIPS			250	104	123	234
			354		357	