
Memorandum

TO:
Hudson Planning Commission
1140 Terex Road
Hudson, OH 44236

FROM:
RDL Architects, Inc.
21111 Chagrin Blvd., Suite 110
Beachwood, Ohio 44122

OWNER:
Fairmount Properties
200 Park Avenue, Suite 220
Orange Village, OH 44122

DATE:
08-11-2025

RE
Case No. 25-716 Concept Site Plan
Townhomes
86 Owen Brown Street (Parcels #3201121 &
#3201120)

RDLA PROJECT NUMBER:
25097S

MEMORANDUM #:
Memo- 001

The conceptual site plan submission for 88 Owen Brown Street, dated 8/11/2025, was redesigned to address the following "Findings of Facts" noted in the PC Final Decision document from the 7/14/2025 meeting. Our response is noted in ***bold italics***:

1. The proposal is not compliant with Section 1204.04, General Review Standards for Site Plans:
 1. The Concept Plan does not align with the City of Hudson Comprehensive Plan's housing goals. As designed, the Concept Plan is not compatible with the scale, density, and design of the surrounding neighborhood.

Response: The density was reduced from 21 townhomes to 18 townhomes and configured to break down the scale; massing along the public streets has been reduced to include the appearance of two townhomes in a single run, providing the potential to create architecture that complements single story homes
2. The Concept Plan is not consistent with the following purposes and intent of the Land Development Code as stipulated in Section 1201.03:
 - i. The Concept Plan fails to protect sensitive environmental areas, including floodplains. The Concept Plan proposes impacts within a floodplain and the Brandywine Creek setback.

Response: The current design places buildings/foundations outside of the floodplains and is outside of the Brandywine Creek Setback.

- ii. The Concept Plan fails to verify the development would be adequately served by sanitary sewer without impacts to the neighborhood.

Response: A meeting is scheduled to meet with the county to discuss the sanitary sewers. More information will be available at the Planning Commission meeting.

- iii. The Concept Plan fails to provide adequate parking to prevent congestion in travel and transportation.

Response: The current design includes 6 off-street parking spaces for guests and 12 new on-street parking spaces, as well as the required 2 spaces per unit in garages.

- iv. The Concept Plan does not demonstrate it would preserve and protect the architecture, history, and small-town character of the historic village core.

Response: Massing along the public streets has been reduced to include the appearance of a maximum of two townhomes in a single run, providing the potential to create architecture that complements single story homes.

- v. The Concept Plan does not encourage innovative residential development design.

Response: The introduction of multiple unit types will allow for varying heights of buildings (two and three story). This along with the massing will provide architecture reminiscent of the massing and scale of single-family homes. This will substantially deviate from the look of a typical townhome product. In addition, 8 of the 18 homes will include first floor master bedrooms, appealing to the senior market. The remaining 10 will include the potential for residential elevators.

- 3. The Concept Plan is not compliant with the following requirements of Section 1205.08:

- I. The Concept Plan does not "preserve and protect the scenic and natural landscape qualities, as well as the drainage and flood control functions, of Brandywine Creek."

Response: The current design places buildings/foundations outside of the floodplains and is outside of the Brandywine Creek Setback. This project will also remove the impervious area currently within the 75' setback and replace it with green spaces, improving the scenic and natural landscape qualities. This project also includes detention and water quality treatment which will improve the drainage and therefore the function of Brandywine Creek. In addition, a central, landscaped courtyard provides access from Morse Rd. to a new proposed bike lane on city owned property.

- II. The Concept Plan exceeds the maximum driveway curb cut allowance of "one driveway curb cut per lot".

Response: There is now one curb cut per 9 townhomes. Two curb cuts minimize the amount of paving on site by reducing the need for additional internal roadway, minimizing the impervious lot coverage. The curb cuts also provide opportunity to break the massing of the townhomes on the street.

4. The Concept Plan is not compliant with the following requirements of Chapter 1207, "Zoning Development and Site Plan Standards":

- I. The Concept Plan does not comply with the Opens Space standards of Section 1207.06.

Response: Assumption is Section 1207.05 is intended here. Plans are for the implementation of a bike lane on city property and/or payment of funds-in-lieu of park and open space.

- II. The Concept Plan does not demonstrate how these requirements would be addressed.

Response: Assumption is Section 1207.05 is intended here. Plans are for the implementation of a bike lane on city property and/or payment of funds-in-lieu of park and open space.

- III. The Concept Plan does not comply with the requirements of Section 1207.07 related to Stormwater Management. The proposed basin is not designed "for use as neighborhood open space and recreation components" nor does it include the required non-structural control techniques to reduce runoff.

Response: The proposed stormwater management system will provide detention and treatment of the water quality volume. Section 1207.07(1)a. includes the word "encouraged" when referencing the design for use as neighborhood open space and recreation. The basin designed is relatively small and would not provide much recreation other than being scenic. Section 1207.07(1)b. says to the "maximum extent feasible" the storm water management system shall include non-structural control techniques. The small footprint of the site limits the feasibility of some of the non-structural components. (1) areas undisturbed (cleared) by construction; the project will minimize the disturbed area. One tree in the stream setback will be removed for the new city walk. (2) restriction of development on steep slopes; there is no construction on steep slopes. (3) maintenance of vegetation buffers; vegetation will be added between the buildings and the stream expanded and added to the existing buffer. (4) minimization of impervious surfaces and use of pervious surfaces; existing impervious area already located within the stream setback will be removed and replaced with pervious green space.