



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

## Downtown Phase II Frequently Asked Questions

- 1. Scale and Design: How will the Phase II development be sensitive in scale and design to surrounding neighborhoods?** The successful First and Main Development (Phase I) overcame unique challenges as the project was directly abutting the National Register Historic District. The Phase II project requires the same attention to design; however, is somewhat more removed as it is located further west and separated from the Historic District by Brandywine Creek, adjacent development, and Morse Road. Additionally, the development area is located downhill from the rest of downtown, approximately twenty feet lower in grade than Main Street.

Testa Companies and the City continue to study compatible scale with surrounding development. Initial design considerations included three and four story buildings. Based on further site analysis and the public feedback received, the scale has been reduced to two and three story buildings. Specific attention will be paid to the architectural design and massing at the perimeter of the site adjacent to Owen Brown Street and the Villas of Hudson to ensure compatible scale and transition to existing residences.

- 2. Rental vs Owner Occupied: Why is the project incorporating rental housing units and single-level housing units within multistory buildings if owner occupied townhomes are more common to Hudson?**

The current demographic trends within the community include a decreasing population, a shrinking average household size, a shrinking school enrollment, and an aging population. The 2,500-4,000 square foot single family homes common to Hudson are no longer solely able to accommodate the needs of the community.

The need for varied housing types and price points was a key theme of the community-led 2016 Comprehensive Plan. This mix of housing types will be targeted to both empty nesters and young professionals. The Plan, which established the framework for the Phase II project, included the following recommendations:

- Promote a variety of housing and dwelling unit types, tenures, and densities.
- Encourage housing development that provides diverse choices of style and cost.
- Focus the development of higher density or multi-family units within the greater downtown area.

Single family detached housing is more appropriately located in neighborhoods outside of the downtown. The greater number of units the proposed housing allows will enhance the synergy of the downtown neighborhood.

**3. Uses: What mix of uses are being proposed?**

The 2016 Comprehensive plan established the development framework as a mix of housing and office uses within a connected, walkable setting to support the existing downtown retail district. The residential uses being considered include a mix of owner occupied and rental units to provide a variety of price points and ownership options. The office space is anticipated to be located within a multistory setting, concentrated in the southern portion of the site, and designed with modern, collaborative workspaces. Some limited additional uses are being studied such as a food service/restaurant, fitness studio, and related amenities to support the new homes. The development team is also studying the viability of a boutique hotel to address unmet lodging needs within the community. The development team has also indicated portions of the development would be designed and constructed to allow future use conversions within a building to adjust to changing markets and community needs.

**4. Market Viability: Is the proposed development desired and viable within the local market?**

Locally and nationally, there is a strong trend for residents and businesses to seek mixed use environments where people can work and live in the same area with adjacent amenities. The office space proposed within the development will be a new type of product that is not available within the community. The proposed housing units meet a key need expressed in the Comprehensive Plan. The Plans diversified housing stock and attraction to young professionals addresses two of the top issues for the community.

The development team is currently researching the local market and regional trends to confirm the financial viability of the concept plan. The City and the development team will verify such as part of the development agreement process to be commenced between the City and Testa Companies in the coming months.

**5. Traffic: How will the proposed project traffic be addressed? What about existing traffic concerns including the narrow Owen Brown Street rail underpass and the adjacent residential neighborhood on Owen Brown Street?**

A traffic impact study is being undertaken to determine the affect of the development on the surrounding streets and recommend improvements that will mitigate those affects. The City has already completed extensive existing conditions traffic counts at all intersections throughout downtown. This data will be combined with the upcoming development projections to determine any infrastructure improvements warranted. The potential increases in traffic from the proposed development will be significantly eased by the removal of the current traffic generated by the Hudson Public Power, Windstream, and the Hudson City Schools Bus facilities.

As the traffic models are prepared in the coming months, determinations can be made on the anticipated amount of traffic utilizing the Owen Brown St. Railroad underpass and the cost-

benefit analysis of various improvements. Improvements to the underpass are predicted to require significant time and cost due the need to keep the active rail line operational at all times. The City has already started communications with Norfolk Southern Railroad to expedite these upcoming discussions when the traffic studies are complete.

To reduce potential through traffic on Owen Brown Street, the development will establish a new street grid and widened green boulevard on Owen Brown St., west of Morse Road. The proposed street grid will accommodate through traffic within site, rather than forcing traffic flow to the perimeter of the site. Additionally, the proposed multipurpose trail crossing on the east side of Morse Road will be designed with a raised surface, narrowed width, and additional treatments to ease potential through traffic.

**6. Stormwater: How will stormwater from the project be addressed and how might it impact surrounding areas?**

Over the past 15 years, the City has completed several significant infrastructure projects which provide additional stormwater control capacity upstream from downtown and have significantly reduced the potential flood impact zones. The City development regulations require incorporation of stormwater systems to clean and control run off. These regulations will require the post development run-off rates to be less than the existing pre-development rates thus reducing potential impacts and improving upon existing conditions. Additionally, the existing site is largely paved with multiple light industrial uses established decades ago before stormwater management standards were in place. The proposed project will be designed with integrated stormwater infrastructure to control and direct run off.

**7. Environment: How will the proposed development be sensitive to environmental protections?**

The development project will provide significant support to Hudson's existing environmental protection efforts. Concentrating development within these existing brownfield sites addresses the community need for additional housing and office space without impacting greenfield sites located outside of the downtown area. The project will preserve woods and wetlands north of the site and a conservation easement east of Morse Road. The project is also targeting a multipurpose trail greenway to connect downtown to the Summit County Hike and Bike trail system. The development plans to date anticipate numerous pocket parks and passive greenspace to encourage walking and recreational opportunities for the larger community. The City and the development team are also studying several demonstration green technology projects that can be implemented to provide environmental benefit while serving as an educational resource.

The City has completed extensive Phase I and Phase II environmental assessments of the project site. Only isolated amounts of soil and asbestos have been identified for removal from the

property due the decades long light industrial activities on the site. This work will be completed as part of the demolition activities for the site in late 2017.

**8. Parking: How will parking be accommodated for the proposed development and how will it impact the existing downtown?**

The City will be completing a parking study in 2017 to determine the needs of the Phase II development and the larger downtown retail district. The uses to be proposed within the Phase II development will be studied to determine peak hours for each, the number of spaces needed, and the appropriate location for parking. The city has already started to meet with downtown stakeholders and survey local businesses to assess parking management strategies which may be needed within the existing downtown retail district.

**9. Timeline: What is the proposed timeline for the development project?**

A more detailed timeline will be established in the coming months; however, the below provides a generalized timeline.

<b>Generalized timeline for Downtown Phase II</b>	
○ Downtown development plan adopted as part of Comprehensive Plan	2016
○ Relocation of Hudson Public Power and Hudson City Schools Bus Facility	Fall 2017 to Summer 2018
○ City and Testa Companies establishment of a Development agreement	Fall 2017 to Winter 2018
○ Development review process through Planning Commission, Architectural and Historic Board of Review, and City Council	Fall 2017 to Spring 2018
○ Start of construction for first phase/building	Spring 2018
○ Construction of Development (Multiple Phases anticipated)	2018-2021
○ Targeted project completion for all phases	2021