

A black and white photograph of a herd of cattle, likely Longhorns, standing in a grassy field. In the background, there are several trees and a distant line of hills under a hazy sky. The image has a grainy, vintage quality.

# CONTINUING COMPREHENSIVE PLAN HUDSON, OHIO

The scene is of Hudson's Central School Campus (see back cover) . . .



December, 1978

TO: Village Council

FROM: Municipal Planning Commission

Herewith the beginnings of Hudson's Continuing Comprehensive Plan; a document we hope will stimulate debate and action rather than placid acceptance and cataloging.

There is mounting evidence that master plans are ineffective because of unforeseen critical variables, but that planning itself is a vital function because it stimulates action that otherwise might not be taken, or taken too late.

The Municipal Planning Commission recommends the following actions at this time:

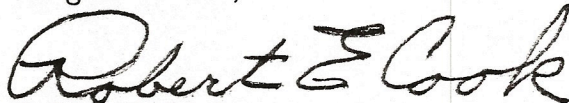
1. Rezoning as indicated on the land use map.
2. An action program to attract industry, including cooperative efforts with the township. We especially recommend a continued effort to develop Hudson's Executive Park.
3. Continuing efforts to keep the Village Center the active focal point of the community.
4. Actions to provide for greater variation in Hudson's housing mix, both aesthetically and in terms of the size of dwellings. For example, we recommend increased flexibility in setbacks in line with the recommendations of the Chambers Architectural Study and more flexibility in square footage requirements to provide more appropriate housing for elder citizens and young adults.



5. In the area of traffic we urge that every effort be expended to encourage the Route 91 bypass and a bypass route for 303. We urge consideration of additional parking areas in the Village Center. We believe that in the near future a road extension from Ravenna Street to Route 91, as a continuation of Oviatt Street, may be desirable to help residents in the south section of town get from Route 91 to the green extension and the schools. We also believe that the time is ripe for consideration of measures to reduce shortcutting through the historic district, especially the Western Reserve Academy area and the streets immediately south of it.
6. Finally, we urge strict adherence to the review schedule given in the Table of Contents of the plan. On each anniversary of the adoption of the plan, the chairman of the Municipal Planning Commission should provide signed pages of each chapter scheduled for review, indicating the commission's formal acceptance of the information as it stands, or noting recommended changes.

Please let us hear from you on these issues.

All good wishes,

A handwritten signature in dark ink, reading "Robert E. Cook". The signature is written in a cursive, flowing style with a large initial "R".

Robert E. Cook,

Chairman



CONTINUING  
COMPREHENSIVE PLAN

VILLAGE OF HUDSON,  
OHIO

December, 1978



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\*This column indicates the review schedule in years for each of the sections in the Plan.



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## PURPOSE

The purpose of this Plan is to involve the community in efforts to direct Hudson's future, rather than to simply let it happen.

Hudson is a uniquely desirable town at least partly due to good luck. It missed the heavy onrush of population in the 50's and 60's that had such undesirable effects on so many towns. Now the onrush is threatening, but Hudson should benefit from the sad experience of so many Ohio towns that have been virtually mutilated by "progress."

Futurists generally agree that master plans have little value because of important unanticipated variables. Yet the planning process itself has great value. It focuses attention on the future and the immediate action steps to be taken to move in desirable directions.

Hudson's Continuing Comprehensive Plan is meant to be a constant effort. It is published in loose-leaf form, and its page numbering is organized to facilitate revision.

This Plan is a working tool, not a bronze plaque.

## CHOICES MUST BE MADE

Hudson residents should realize that there are no simple solutions -- only hard choices.

If this Plan is controversial, it is because it addresses itself to the very real problems facing Hudson today and in the future. As one simple example, we cannot have free traffic flow through the center of town and yet preserve the unique visual and social appeal of the Village Center. A choice must be made on this issue and on hundreds of others.



Residents are urged to respond to this plan; to argue for revision; to propose better solutions. To do so, any citizen need only contact any of the undersigned, or write to the Municipal Planning Commission. Again, this Plan should be an instrument to aid community action today -- as well as tomorrow, for tomorrow will inevitably fail to meet our ideals if we wait until then to take action.

The Municipal Planning Commission

Village of Hudson

Robert E. Cook, Chairman

Ralph W. Miner, Staff Assistant

George A. Hoy, Jr.

William J. Jennings

Richard E. London

Marilyn (Mrs. Jos. D.) Reed

Sheldon S. Schweikert, Ex-officio Secretary

James W. Nelson, 1977



## GENERAL PRIORITIES AND ASSUMPTIONS

All issues must be seen within a context, or frame of reference. In developing this Plan, the Planning Commission evaluated every option in terms of the following priorities:

Priority one: Provide for the health and safety of Hudson residents. This implies good air, water, waste and refuse disposal; public health and sanitation; fire and police protection; adequate electrical service; and the availability of good medical care.

Priority Two: Maintain an educational system consistent with the quality of the community and the needs and desires of its residents.

Priority Three: Retain Hudson's unique "small town" atmosphere and charm. Over three quarters of the residents identify this factor as dominant in their decision to live in Hudson. It is this quality that keeps our people, attracts replacements for those who must move, and thereby maintains good property values.

To sacrifice this unique quality of life for almost any reason would be poor economics as well as poor aesthetics.

Hudson's charm is many things: It is well preserved older buildings in use, green open space and trees, tasteful signs, and narrow streets. It is an established Village Center and focal point for the community. It is not acres of blacktop, wide traffic corridors, carnival architecture, neon signs, and commercial strip development.



Priority Four: Maintain a tax structure consistent with the quality of the community and the means of its residents.

Priority Five: Provide for the convenience of Hudson's residents as they go about the business of living. Provide convenient shopping; expedite the movement and parking of local traffic.

Priority Six: Provide spiritual, cultural enrichment and recreational opportunities for residents who wish them.

### ASSUMPTIONS

In order to avoid becoming overwhelmed by too many concurrent variables, certain basic assumptions were made in developing this Plan. It is recognized that adjustment for these assumptions will be necessary as future circumstances change.

These are the basic assumptions:

Assumption One: The present village boundaries will not change before the year 2000.

Assumption Two: The growth of the population will be the controlling change. All other changes will derive from that.

Assumption Three: Hudson Village will continue to develop consistent with zoning provisions until all its available land has been developed.

Assumption Four: The present zoning concept will not change; i.e., Hudson will continue to be a residential community of predominantly single family houses.

Assumption Five: Economic analyses and forecasts are in terms of present dollars. Inflationary effects will be considered as the Plan is reviewed in years to come.



### 20 Years From Now. . . .

Your Village Planning Commission concerns itself with the Village only. Yet we must be aware of the enormous impact Township\* development will have on our town.

Here's what the data available in 1978 suggest: In 20 years there will be practically no vacant land left in what is now the Village. The population will have increased about 75%. The Township by the year 2000 will have increased in population 240% and will have thousands of building lots available on 6800 remaining vacant acres.

By the year 2000, the graduating class at Hudson High School will number roughly 900; there will be "satellite" schools and fire stations to augment the central facilities. Hudson's precious parklands will be surrounded by homes. The five original Village Greens will be surrounded by shops, stores, and government buildings and grounds. The most noticeable change at the Village Center will be the major commercial structures built around the green south of the Hudson Square Building. There is enough undeveloped land surrounding the southerly quadrants of the original greens to more than double the present Village Center Commercial space.

Local (and we must consider Township traffic as "local") traffic and parking problems will have kept pace with population growth, but bypass Routes 91 and 303 will finally be under construction or recently completed.

\*Technically, the unincorporated area of the Township. Throughout this plan, it will be excluded from consideration except where Township data or considerations are necessary for comprehensive coverage.



With the cooperation of merchants and governmental boards, the "strip development" area of Route 91 south of the Village line may have been contained.

In 1978 the matter of commercial development outside the Village limits is a matter of serious concern to many in the community. "Strip development" along Route 91 south of the Village or elsewhere is undesirable because of visual blight, traffic congestion, and competition with the Village Center. All adversely affect the village of Hudson, its properties and residents.

With community cooperation, the area west of Route 91 on 303 will be more attractive. The neon, asphalt, and autos will be tastefully omitted or hidden, so that this area will harmonize with the Village Center. Specifically, the current Shopping Plaza parking lot will be hidden by shops fronting on Route 303; and businesses located eastward to Route 91 will have been improved in appearance and function.

A similar improvement might be realized on Route 91 in the area from Ravenna Street to the railroad. With the implementation of the Green extension approved by the voters in 1976, the area will gain in prominence and value.

Country roads of today will be heavily travelled arteries in 20 years. The intersection of Aurora and Stow Roads, now an open area, will be entirely built up, with literally thousands of households within a half-mile radius.

The pressures of growth are unavoidable at this writing: Hudson's social richness, low tax structure, and exceptional school system combine to make it a desirable place to live and raise a family and a bargain as well for the home purchaser. Unavoidably, these advantages bring more and more people. In 1977 there were 3800 households in the five mile square area, with 1000 new home lots platted. The challenge is to avoid the destruction of Hudson's unique values in the face of a literal onslaught of additional people.



## POPULATION

The population projection for the Village of Hudson is based on U. S. Bureau of Census data. Growth since 1970 has been validated by reference to 1) records of electric utility customers, 2) postal delivery routes, and 3) voter registration lists. Population has been projected to saturation based upon existing zoning and present corporate boundaries. Such saturation will occur in the year 2000, as indicated in Table A and Figure A Part IV, pages 2 and 3.

A number of selected Village characteristics were included in the Land Use, Thoroughfare, and Community Facilities Plan for the Village of Hudson and Hudson Township, developed by the Tri-County Regional Planning Commission in 1967. These were derived from 1960 Census data. Comparison of the same characteristics, developed by the Planning Commission from the 1970 Census, suggest some significant trends. These comparisons are shown in Table B, below:

Table B

### Characteristics of Populations

<u>Characteristics</u>	<u>1960</u>	<u>1970</u>
Population per household	3.28	3.47
Median age of population-years	35.0	29.9
Median family income	\$10,700	\$17,940
Median value of owner occupied house	\$27,300	\$41,840
Median number of school years completed	13.9	14.3
Percent professional-managerial of total working population	54.7	55.9



**VILLAGE OF HUDSON**  
**POPULATION PROJECTION**  
**(AS USED IN MUNIES STUDY)**

Year	Village	* Township	* Total
1975	5080	5370	10450
1976	5300	5900	11200
1977	5610	6500	12110
1978	5950	7100	13050
1979	6300	7800	14100
1980	6690	8600	15290
1981	7000	9100	16100
1982	7260	9600	16860
1983	7450	10100	17550
1984	7640	10600	18240
1985	7800	11100	18900
1986	7950	11600	19550
1987	8080	12100	20180
1988	8200	12600	20800
1989	8310	13100	21410
1990	8400	13600	22000
1991	8470	14100	22570
1992	8520	14600	23120
1993	8550	15100	23650
1994	8580	15600	24180
1995	8600	16100	24700
1996	8630	16600	25230
1997	8660	17100	25760
1998	8690	17600	26290
1999	8720	18100	26820
2000	8750	18500	27250

\*Township projection included to indicate expected growth of total community



VILLAGE OF HUDSON  
POPULATION

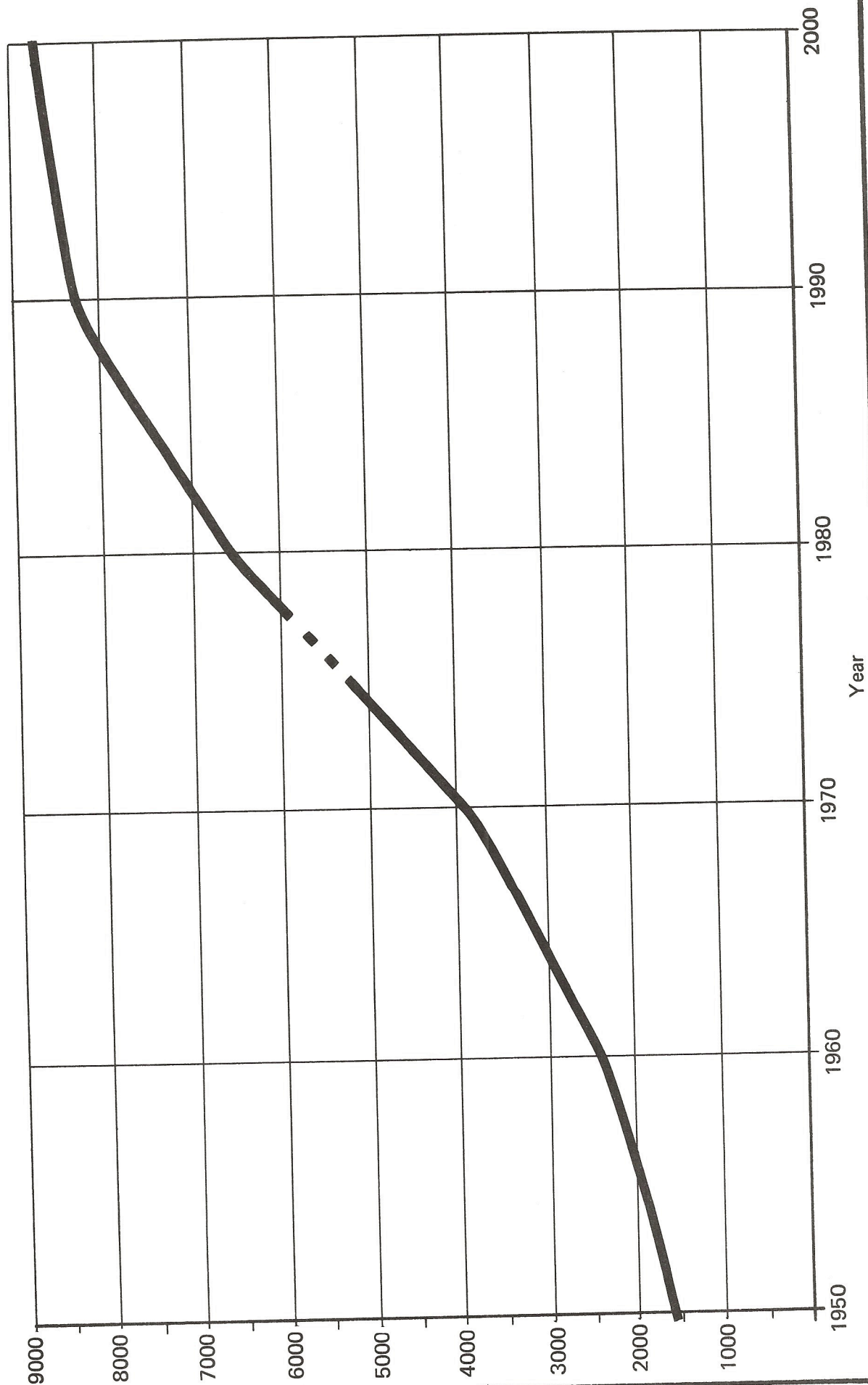


Figure A

From these comparisons it is apparent that the population, though younger than it was ten years earlier, has retained, and in fact strengthened, its economic, educational and occupational position. Today's population will expect no less of its school system, its housing standards and its community "flavor" than it did a decade ago.

In the Tri-County study it was estimated that family size, then at 3.28 persons per household, would slowly diminish. The Census of 1970 showed a contrary 3.47 persons per family. It is highly improbable that these figures should be interpreted as a continuing trend. In view of the national pattern of smaller family sizes it is reasonable to expect Hudson's families to stabilize or shrink in size. For the immediate future, however, Hudson appears to be committed to families larger than the national average. We can theorize that this is due to two factors: First, Hudson may appeal to prospective residents with a number of children because it is "a good place to raise a family", and secondly, our present zoning ordinances may encourage large families because they encourage large houses.

Further comparisons can be drawn from the age-sex distributions of the 1950, 1960, and 1970 figures, as shown in Figure B, page 5.

Data for the entire Tri-County area (Medina-Summit-Portage Counties) in 1960 indicated that Hudson then had a significantly lower percentage of people in the 20-35 year range and the over 60 range than did the total area. Area data for 1970 unfortunately is not available, so a more current comparison cannot be made.

It is apparent that Hudson Village is growing very fast in its "under 20" population, relatively slowly in the 20-35 group, and actually shrinking in elder citizens (people over 60 years of age).



VILLAGE OF HUDSON  
CENSUS POPULATION DATA  
(PERCENTAGES BY AGE GROUPS)

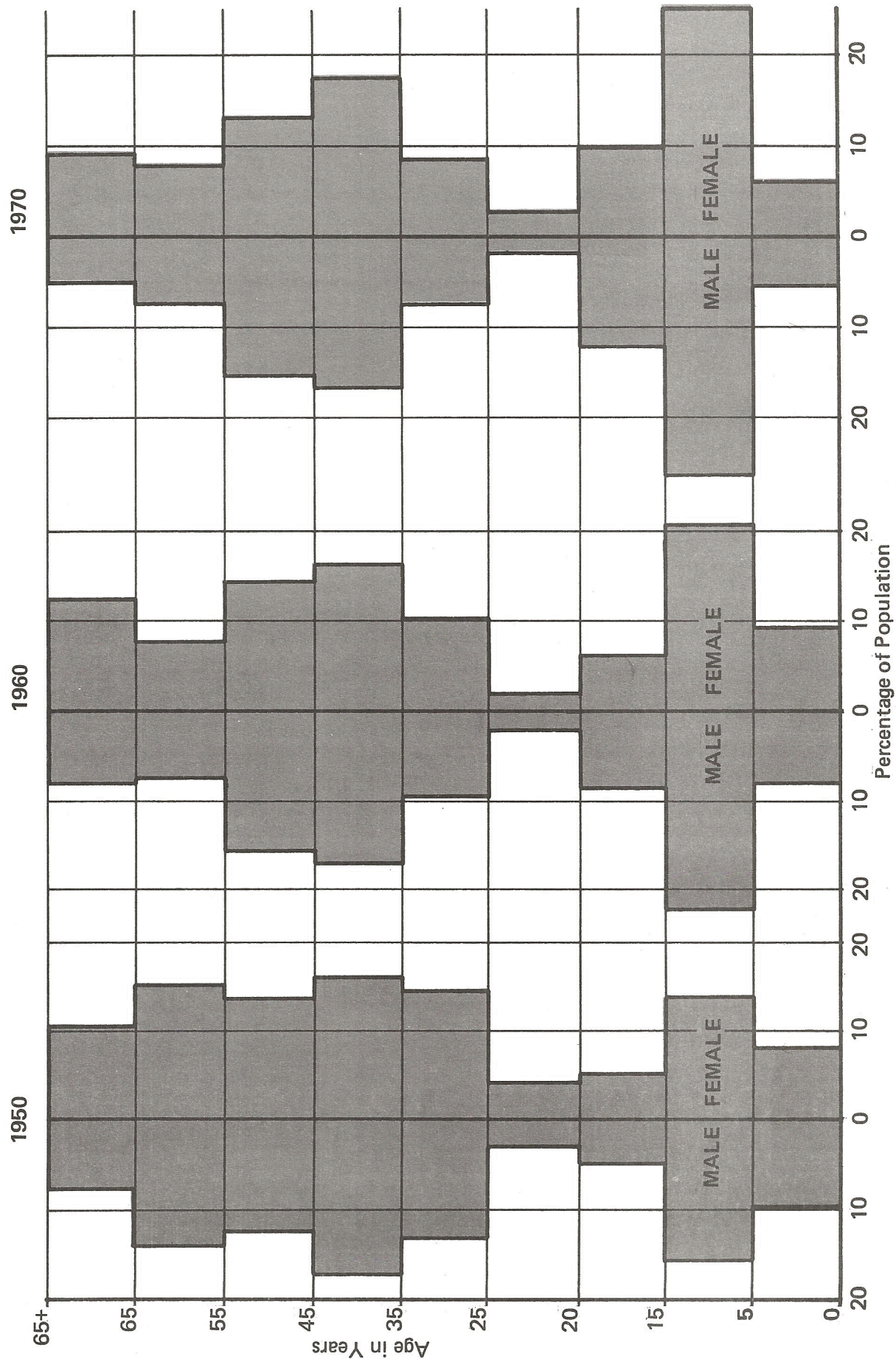


Figure B



The data imply trends as follows:

1. The growth in Hudson's school-age population implies an increasingly heavy education cost. It will be difficult to increase the industrial tax base as fast as the school population. The inevitable result will be higher taxes to finance the education system.

2. It is not healthy for a community to lose its young adults in such large numbers. Yet this trend will continue if housing suitable to young adults is in short supply.

3. Hudson in the future cannot maintain its social and cultural character if it continues to lose its elder citizens, yet the percentage of older people will almost certainly decline as the ratio of four bedroom houses in the community increases.

The conclusion must be that wider variety is needed as new residences are planned and built. In years past Hudson residents built small homes as well as large ones on lots of varying sizes. In years to come the community could benefit if apartments and low-maintenance "planned developments" such as Walden were built. Hudson needs variety.

Another characteristic, derived from Census data, is the transient pattern of the Hudson population. Over one-fourth of Hudson's residents have lived here two years or less, and one-half have been here five years or less. For every sixteen people who move into Hudson, thirteen move out to accomplish a net gain of three. In other words, Hudson is constantly meeting many more new individuals than even the increase in population would indicate.

These are the residents of Hudson, present and (probably) future. By and large they like the Hudson they now have. Our challenge is to design Hudson's future to accommodate the expected increase in population while retaining its present appeal.



### ESSENTIAL LIFE SERVICES

The Village of Hudson owns and operates its own Water Treatment Plant and distribution system, Waste Water Treatment Plant and collection system and electrical distribution system. The community is served by the East Ohio Gas Company and the Western Reserve Telephone Company. Refuse collection and disposal is done by private companies who contract directly with each customer.

WATER: In October 1969, the Village began treating water for the community in its new plant located on the south side of Streetsboro Road approximately equidistant between Route 8 and the westerly Village corporation line. The well field surrounding the treatment plant consists of 105 acres; located in it are three deep wells, one of which will produce one million gallons per day and two others which will each produce 500 thousand gallons per day. The well field has a productive potential of three million gallons per day. Two elevated storage tanks existed in 1978; both of which were rehabilitated and painted in 1976. The larger tank, located near Milford Road, has a capacity of 750,000 gallons and the other tank, located on the campus of the Western Reserve Academy, holds 200,000 gallons.

As the population increases, it will be necessary to drill additional wells and add treatment potential to provide water for consumption and fire protection.

Tests have been conducted which indicate that there is a potential to drill wells on land on the north side of Route 303 which is presently privately owned. Test cores drilled on our own property west of the present wells were non-productive.

To determine expansion criteria as to volume and time, it is necessary to take peak demands into consideration. A study made by the Village staff, based upon a six year history (1970-1975), and predicated on population projections made by the Planning Commission, indicates that expansion will be needed as follows:

<u>Function</u>	<u>Year</u>	<u>Estimated Cost (in 1977 dollars)</u>
Additions to well fields )	1980-85	\$950,000
Expansions of treatment plant )		
Additions to storage )		

Obviously, there are many variables involved, such as the daily per capita consumption, the relative efficiency of the wells, the ratio of peak to average demand, and the types and relative ratios of present and future users. See Table C, below.

TABLE C  
WATER Plan and High Service Pumpage

<u>Year</u>	<u>Annual Gallons</u>	<u>Average Gallons Per Day</u>
1970	159,333,000	436,000
1971	183,211,000	502,000
1972	214,673,000	588,000
1973	218,755,000	599,000
1974	212,726,000	583,000
1975	222,280,000	609,000
1976	243,591,000	667,000
1977	265,035,000	726,000



In 1975, a large line was added to the system to provide more water in the northeast quadrant of the Village. This was added as a result of a study made by our Village Engineer in 1973. In this same study the engineer projected additional lines which will be required as the community grows.

The policy of the Village Council in 1978 (and before) is that the rate structure of each of the Village's utilities should be adequate to finance its own operation, maintenance and debt. Every attempt is made to provide some margin to pay for improvements to the system to reduce the amount of borrowing for major expenditures.

It should also be mentioned that area-wide water supply systems are constantly under study. A tie-in with Cleveland or Akron is a possibility at some future date.

Waste Water: The Village Waste Water Treatment plant is located on Hines Hill Road contiguous with the Ohio Turnpike in the north-west area of our community. It was constructed in 1962 and was designed to treat 550,000 gallons of sewage per day. In 1978 and for several prior years, the plant capacity has been exceeded to the extent that the Ohio Environmental Protection Agency has indicated that no new allotments can be platted which would be tributary to the village plant.

The Council has agreed with several studies which have suggested that our sewage, rather than being treated at our plant, should be conveyed through the proposed Cuyahoga Valley Interceptor sewer and be treated at the Southerly Waste Water Treatment Plant under the jurisdiction of the Cleveland Regional Sewer District (CRSD). By joining CRSD, we would also make possible the resolution of a similar problem in the northwestern area of Hudson Township which is presently served by a small, inadequate plant. Contractual agreements will eventually be made between the Village of Hudson and CRSD.



Construction is estimated to take from three to six years. Hudson will have to design a new rate structure because it will continue to be responsible for the local sewage collection system. The rate will have to accommodate a rate per thousand gallons per month per customer to be paid to CRSD for treatment and also provide funds to clean and maintain the sewer mains.

In 1978 Hudson is faced with problems similar to other older communities with respect to sewer lines which permit the entry of storm water and tree roots. This places additional capacity demands on the system and the treatment process. More sophisticated but expensive equipment is now being used to remove sediment from the collection system.

Hudson also has problems with illegal down spout and floor drain connections to the system. As these are detected, home owners will be required to disconnect them.

There are several methods currently being used to reduce storm water infiltration at the joints of the pipes. However, all of them are very expensive. Over the next 25 years it may be necessary to replace a substantial portion of our Village sewage lines.

The Village has a staff of full-time employees responsible for the operation of the Water and Waste Water Treatment Plants. As of the beginning of 1978, we had 1604 water customers and 1430 sewer customers and 5 employees.

Electricity: The Village owns and operates an electric distribution system. Hudson purchases bulk power from the Ohio Edison Company at 69,000 volts and transforms it at one substation located at the intersection of Maple and College Streets to 4,160 volts and at another substation, located on Prospect Road just south of the Ohio Turnpike, to 12,500 volts. A switching station located near the intersection of Route 91 and the railroad tracks receives power from one of two separate lines (thus furnishing supply backup) from the Ohio Edison Company. In 1977 there were more than 2,796 residential customers and



346 commercial customers, using more than 60 million kilowatt hours of electricity, and the work force was 11 employees for construction and maintenance. Table D shows growth in power usage.

As of 1978 Hudson had no restriction in supply from the Ohio Edison Company. The Village has responsibility for the distribution system which includes all of the Village and a large portion of the Township.

Based on population projections for the areas now served, we anticipate the following rough schedule of expenditures:

<u>TABLE D</u>						
<u>Electric Data</u>						
	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
Kilowatt Hours Purchased (000)	57,072	57,804	58,488	62,076	66,168	68,000 (est.)
Percent Increase From Previous Year		1.28%	1.18%	6.13%	6.59%	2.77% (est.)

In 1978, two Village employees (one also serves as Village Treasurer) were responsible for billing and collecting the revenues from the Water, Waste Water and Electrical functions of the Village.

The Village has no municipal refuse collection or disposal service. Presently and in the foreseeable future this will be done by private haulers who contract with each of their customers. An obvious problem in the future will be the disposal of refuse as landfills in the area are filled. The Village does maintain an area for disposal of tree limbs and chips.

The East Ohio Gas Company serves the community with natural gas. The Village, through the statutes of the State of Ohio, has granted East Ohio a franchise for this operation. In 1976, East Ohio discontinued (for an indefinite period), making connections for new customers because of the gas shortage. In 1978 the tap-in restriction was lifted. Other fuels are provided privately.

The Village is served by the Western Reserve Telephone Company, a subsidiary of the Mid-Continent Telephone System.

### SAFETY AND HEALTH SERVICES

Police: The Village Police Department in 1978 consisted of a Chief, a Lieutenant, a Sergeant and six patrolmen. This was sufficient manpower to provide at least two men on duty at all times. The headquarters was located at 40 South Oviatt Street. Radio dispatchers were on duty at all times to receive telephone communications from the public and to receive and transmit radio messages from and to the police officers. The Department had two marked vehicles and two unmarked vehicles. Hudson also provided four school crossing guards, under the jurisdiction of the Chief of Police.

The 1978 ratio was 1 officer to 550 people. It can be reasonably assumed that the number of sworn officers will increase with the increasing population, although experience may dictate a change. Contrary to general belief, a larger population may require a higher ratio of officers to population, as increases in police efficiency are more than offset by community problems requiring police assistance.

Fire Protection: The Village receives fire protection from the Hudson Township Volunteer Fire Department. The Village is a part of Hudson Township and a property tax levy approved by the voters of the entire Township provides the financial support of the department.



In general, the philosophy of the department toward the period between now and the 1980's will be to maintain centralized fire facilities located in the downtown area. Manpower will be provided through a volunteer, on-call fire brigade with future considerations of augmenting this force with full-time fire prevention and administrative personnel as required. After the 1980's, depending upon community growth and the availability of volunteer firefighters, it may be necessary to locate satellite stations in the north and south sections of the community manned by full-time firefighters augmented by volunteer personnel.

The department now receives an operating levy which was renewed 1977 for collection in 1978-83. This financial support, contingent on voter renewal each five years, appears adequate for operating expenses and the capital improvements presently planned. This is augmented by an additional .36 mill 20 year diminishing levy for station facilities relocation and improvements under "The Green Plan".

In the event that a full-time fire department should be required, the present funding would probably not be adequate to meet the needs of the department.

The fire station in 1978 is not adequate for current department operations, fire prevention, and maintenance as well as equipment storage and training facilities. In the near future the department will move to an enlarged and improved complex on Oviatt Street, which meets the national standards for the location of fire stations. Stations should be located away from, but have access to, main thoroughfares.

After 1985, land utilization and population growth will greatly influence the fire department development. Based on present projections, two satellite stations will be needed. The first would be located in the south portion of the township, near Terex. This location is important due to the limited roadway access from the downtown area to the southern portion of the township.



The second station would be located to serve the northeast quadrant of the township. In travel time, this area is the most distant point from the village center. Land for this station is now owned by the township on a plot at the intersections of Middleton and Stow Roads.

The department in 1978 is well equipped and does not anticipate major equipment needs until the early 1980's. Insurance Services Organization (I.S.O.), which is the primary accrediting organization for fire departments, suggests that major pumpers be replaced every 20 years. As of 1976 the following major units are in service:

- 1948 - Mack 750 gallon pumper, reserve pumper
- 1962 - Mack 1,000 gallon pumper
- 1963 - Ford 2,000 gallon tanker truck
- 1963 - Ford equipment/heavy rescue truck
- 1964 - Jeep 4 wheel drive, grassland fire unit
- 1969 - Mack elevating platform, 1,000 gallon pumper
- 1971 - Jeep 4 wheel drive, grassland fire unit
- 1974 - Chevy station wagon, chief's car
- 1974 - Mack 1,000 gallon pumper

The department does not anticipate the purchase of any additional major fire units except those needed to meet the 20-year replacement schedule. It is anticipated that the next units will be replaced in 1982, 1983 and 1984.

In the longer term, the department will continue to maintain the present 20 year replacement schedule. If satellite stations are built, additional purchases may be necessary, but at present it is felt that these satellite stations could be equipped using units from the central station, (including reserve units such as the 1948 Mack pumper).

In 1976, manpower of the department consisted of 28 firefighters and officers, and the chief. There are an additional 6 to 10 auxiliary firefighters. The department is classified as on-call, paid volunteer with a full-time chief. Other than the chief, there is no intent to replace this volunteer unit with any full-time paid firefighters unless the



present volunteer manpower program should prove insufficient to meet community demands. A full-time administrator was appointed in 1978 to augment the administration and fire prevention services of the department. A concern of the volunteer program is that the availability of daytime firefighters might be depleted due to changes in employment patterns in Hudson, and the unwillingness of local businessmen to release employees for this service. If this condition develops, the cost of fire department operations would rise dramatically.

The manpower situation for the 1980's could take a number of directions based on the availability of volunteer firefighters. Hudson could have a volunteer program as currently operated, a volunteer program augmented by full-time, daytime firefighters, or a full-time force augmented by volunteers. Costs would of course be influenced by the plan used.

#### Health:

All of the communities in Summit County except Akron, Barberton and Cuyahoga Falls, contract with the Summit County Health Department for public health assistance in areas such as disease control, mosquito control, and restaurant sanitation inspection.

#### Ambulance Service:

In 1977 Hudson voters overwhelmingly approved a levy supporting the Hudson Volunteer Emergency Medical Service (HVEMS). Under this program, volunteers respond to emergency calls from residents. Victims are given emergency first aid and transported to nearby hospitals. HVEMS is supported by a .05 mill levy, renewable every 3 years.

In 1978 there is one fully equipped vehicle and a second vehicle on order, 102 volunteers (including drivers and Emergency Medical Technicians) and one full-time paid administrator. HVEMS is presently located at 37 South Main Street. It will move to the Safety Center of "the Green Plan" on Oviatt Street.

Emergency Medical Aid: The emergency aid facilities within the Village, are HVEMS, the specially trained police officers and firemen, and physicians with homes or offices here. Of course, aid is available from adjacent communities, and fine hospitals are within thirty minutes' driving time. Looking ahead as the population grows, as communities to the west, north, and east grow and as the Cuyahoga Valley Park goes into operation, Hudson might require emergency facilities (if not a hospital) to serve its needs and those of its neighbors.

Outpatient Service: Community groups are encouraging doctors and dentists to relocate here. Medical offices are found mainly in a strip along Atterbury Boulevard and Milford Drive. If more doctors and dentists are to locate here, additional office space will be needed.



## EDUCATION

### I. Hudson - A Residential Community

The Hudson Local School District is comprised of all of Hudson Township, and also includes portions of Boston Heights, Boston Township and Northhampton.

In 1976 approximately 3550 students attended the five schools -- all of which are located on or near the 92-acre campus site near the center of Hudson Village. (The Oviatt Street School, the oldest of the existing buildings is located on Oviatt Street near the central campus.)

### II. Public Education in Hudson, 1976.

Elementary: The elementary school program has a strong emphasis on instruction in the fundamental skills. In reading, a combination of sight vocabulary, phonics, and varied techniques in word recognition is utilized. Creative writing, English and spelling are emphasized throughout the elementary program. A modern math curriculum is used. Social studies and science beginning in the primary grades are based upon a framework of concepts and generalization which are extended as a student progresses through the grades. Art instruction, vocal music and instrumental music are part of the elementary curriculum. Physical education classes are provided for children beginning in grade one.

Junior High: The Junior High School consists of grades six, seven and eight. In addition to the five academic areas of reading, English, social studies, math, and science, students also have the opportunity to participate in art, home economics, industrial arts, music, physical education, French, band and choir.

High School: The High School is a four-year comprehensive high school with 152 course selections for students in ninth, tenth, eleventh, and twelfth grades. It offers college preparatory, business education and vocational programs. The teacherpupil ratio is approximately 1-20 with an enrollment of 1144. Advanced placement courses are offered in English, American History, European history, biology and chemistry. Developmental reading is a one-semester required course for all students. Nineteen vocational programs are offered through the cooperation of a six-district school compact. Of these, Hudson offers auto mechanics and cosmetology along with a work-study program for skilled and technical occupations. A senior elective program of independent study designed for the college preparatory student called New Dimensions uses combinations of community resources, field trips, and team teaching techniques. This program entails a fee, paid for each student participating.

Adult Programs and Recreation: Adult programs and adult education and recreation have been offered to the citizens of Hudson since 1964. Beginning in the fall of 1976 a full-time director of recreation and community education was employed.

Physical Plant: The physical plant in the Hudson schools is comprised of five school buildings and an administration building located at the central campus and a transportation center located on Owen Brown Street. The Board of Education owns the 92 acres which comprise the central campus, 4 acres at the transportation



center, 17 acres as a future location for a satellite school on the corner of Middleton and Stow Roads, and 16.8 acres that were purchased at Plymouth Village. In addition, the Board of Education owns and has leased to the Park Board 10-1/2 acres in the area known as East Woods (across from Hudson Springs Park). On the central site, there is an all-weather track, a large athletic field house, and a stadium.

Operating Finances: Between 70-75% of the cost of daily operation of the schools is collected from local taxes. 78% of the average homeowner's taxes were spent for education. The 1976 budget exceeded \$5 million. The total valuation of the school district for tax purposes was \$136 million in 1977.

### III. School Population Projections

School enrollment increased approximately 500 students from 1972 to 1976. Projections made by school officials indicate another 455 pupil increase through 1982. (See Table E, below.)

TABLE E

#### K-12 PROJECTIONS (1977 - 1982)

1977	3631 (actual October enrollment, 1977)
1978	3722
1979	3813
1980	3904
1981	3995
1982	4086

Projections are based on a study by the school board of new home permits issued from 1971 to 1978 and the corresponding enrollment increase during the same period of time. The ratio is projected for the five year period to arrive at the above figures.

Editor's note: Population projections made by Village and Township planners anticipate a significantly larger growth in population over the five year period. a comparison of the expected growth, expressed in percent increase annually and for the total period, as estimated by the school authorities, per above, and as estimated for Village school age children by the Village planners.

TABLE F

	<u>By School Authorities</u>	<u>By Village Planners</u>
1977		
1978	2.51	5.98
1979	2.44	5.87
1980	2.39	6.18
1981	2.33	4.42
1982	2.28	3.65
Total Period	12.53	28.95

#### IV. Hudson Educational System in the Future

Program: The Hudson Board of Education plans program offerings for the next decade basically as a continuation of the types of programs offered in the early '70's. The Board plans, however, greater emphasis in the next decade for the preschooler, continuing adult education and programs for the senior citizen, along with greater emphasis on individualized programs for physically, emotionally, and intellectually handicapped students.

Physical Plant: The Board projects satellite elementary schools to be constructed on presently Board owned property as soon as enrollment figures exceed capacity of existing buildings. It is estimated that this will not occur before 1979. A swimming pool located at the Junior High School was approved by Hudson voters in November of 1976. This facility will be utilized by students during school hours and by the community after school and evenings.



Operating Finances: The longer term operating costs of Hudson schools have been the subject of a special study conducted in late 1977 by Munies, (Municipal Impact Evaluation System). This study examines the effects of increased numbers of students on the cost of school operations. The conclusion drawn by the Study is that millage will increase as the student population increases, unless commercial and industrial growth can be increased to match population growth. In 1977 it appeared improbable that such commercial and industrial growth would occur.

Area-Wide Planning: While the Board of Education in 1976 bases its planning on an independent Hudson School District, there is a great deal of area-wide planning with the distinct possibility of a regional school-area concept. Dependent upon the ultimate action of state and federal legislation and Supreme Court decisions, the makeup of the student population of the district may change.

## THE VILLAGE CENTER

THE CHARM of the Village Center radiates to a five mile square area. Every Hudson home enjoys an aura of quality because the word Hudson conjures up a vision of a precious Village Center. The aura depends on the vision: together they add significantly to the value of Hudson real estate. It would be poor economics as well as poor aestheticsto permit this vision to blur or die. Yet the forces of growth and change are irresistible and must be dealt with.

THE CHALLENGE as growth occurs is to retain the unique historic character and social richness of the Village Center while coping with two related threats: automobiles on the one hand, and disuse on the other. Automobiles and asphalt have already aesthetically damaged Village Centers in, for example, Solon on the north, and Tallmadge on the south. Yet without automobiles to bring people to the Village Center, it will suffer the decay that inevitably follows disuse.

The challenge is to maintain a living, functioning Village Center that is good for people and therefore good for commerce. And to do this we must get automobiles into the Center, parked, and out again. Many automobiles. At least three times as many as in 1978.

Yet we must keep the narrow streets, the pedestrian atmosphere, the grass, the trees, the feeling of closure, of historic continuity, of people. We must not surrender Hudson to the automobile. Residents must be willing to lose a few minutes in traffic at



times. Parking areas must be carefully chosen for convenience and aesthetics, and made as attractive as possible through landscaping.

THE COMPETITION to the Village Center lies all around, but most heavily and immediately at the Hudson Plaza shopping center on Route 303. Because of parking convenience, it pulls commerce and customers away from the Village Center. But it is there. It is needed. It has enough expansion space for Hudson for the next quarter century. There should be no more major centers in Hudson. Two are enough.

To the extent possible, the shopping center should be integrated with the Village Center. People should be able to get from one to the other without driving, if their mood and the weather are favorable.

As Hudson Township grows, there is serious challenge to the Village Center for allegiance: Do Hudson Farms, Western Reserve Estates and Plymouth Village residents (to name a few), really identify with Hudson? Would any "development" resident drive two miles into town for a bottle of aspirin if there were a drug store at the edge of their development? Probably not. Yet Hudson will not have a center to its community if the people don't come to the center. And without the unique Village Center as an integral part of a resident's life style, how indeed does any Hudson tract development differ from those in Stow, or Solon, or wherever?

The point is that "convenience shopping" centers will dilute the character of Hudson as we know it today. Township residents who do not have to come into the Village will not do so. As a result, their interest in the town will wane, and ultimately the unity and cohesiveness that give Hudson its "small town atmosphere" will be lost.

Convenience centers should be discouraged in the Village and Township.



THE CREATION of the rest of the Village Center will take foresight and cooperation on the part of land owners, business people, and the community as a whole. The Village Center is the land immediately surrounding the five historic Hudson greens. Much of the land surrounding the south and west quadrants is essentially undeveloped, which provides room to more than double Hudson's commercial facilities to meet the needs of a fast growing population.

There is room in the Village Center to meet expressed needs which include, for example, a theater, a bowling alley (or some recreational center to give the center more life after 6 p.m.), a hardware store, the post office, clothing and shoe shops, a variety store; more stock brokers, restaurants, delicatessens, fine food stores, specialty shops, and more.

The Village Center needs enterprises that are important to a wide audience of townspeople. It is not, however, an appropriate location for a large shopping center in the usual sense.

The care and sensitivity given to the future development of the Village Center is of concern to every Hudson resident. To quantify this, home owners need only ask themselves what their home would be worth if it were located in Solon or Tallmadge; both fine communities but with blighted village centers.

To preserve the Center, the following do's and don'ts apply:

1. Do provide convenient, tastefully landscaped or concealed parking to aid commercial development; to bring people into the Center. The "green extension" should be evaluated immediately with this high priority concern in mind. Underground parking is feasible and aesthetically desirable under the southern green quadrants. Aesthetically pleasing parking garages do exist and should not be rejected without due thought. Community subsidized parking may be necessary to proper development of the Center. We must not rule this out because of the short-range costs.



2. Do not widen the streets to aid traffic flow at 91 and 303. In addition to the obvious aesthetic losses, faster movement will simply attract more through traffic, and delay a much needed bypass route. (As onerous as the queuing on Route 91 seems at rush hour, it is not severe enough to make Hudson's intersection a high-priority State road problem.) Many local people can avoid the intersection at rush hour. More on traffic in Part XI.

3. Do not create any more shopping centers; rather develop the two that exist.

4. Do tie Turner's Mill, the safety and cultural center, the Village Center and the shopping center together with bike and pedestrian ways; with landscaping; with public transportation if ever it becomes feasible to operate a "loop vehicle".



# VILLAGE OF HUDSON

LAND USE



- COMMUNITY BUSINESS
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- RECREATION AND OPEN SPACE
- SCHOOLS AND INSTITUTIONS
- INDUSTRY
- OFFICES
- HIGH DENSITY RESIDENTIAL

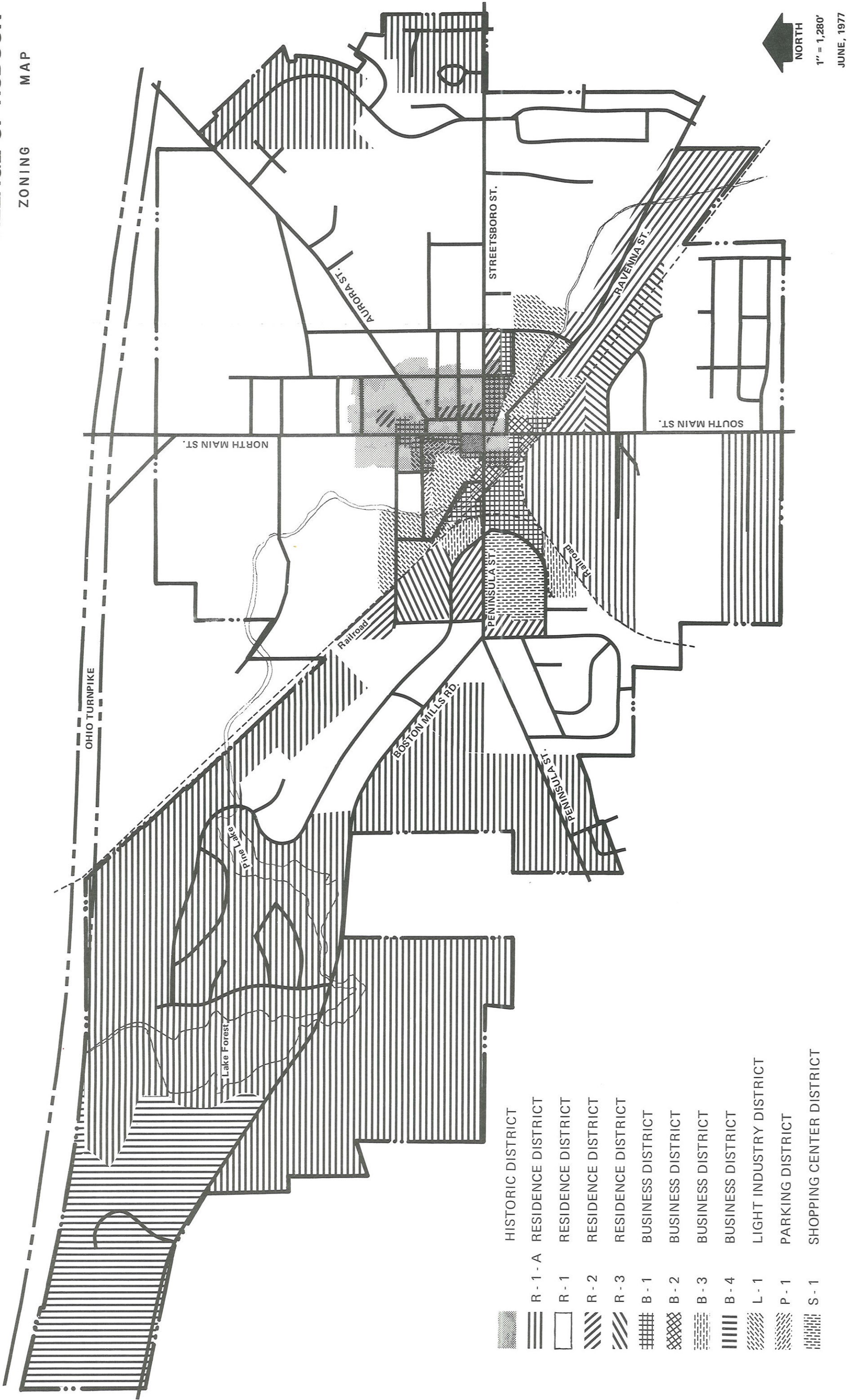
NORTH  
1" = 1,280'  
JUNE, 1977

Figure F



# VILLAGE OF HUDSON

## ZONING MAP



- HISTORIC DISTRICT
- R - 1 - A RESIDENCE DISTRICT
- R - 1 RESIDENCE DISTRICT
- R - 2 RESIDENCE DISTRICT
- R - 3 RESIDENCE DISTRICT
- B - 1 BUSINESS DISTRICT
- B - 2 BUSINESS DISTRICT
- B - 3 BUSINESS DISTRICT
- B - 4 BUSINESS DISTRICT
- L - 1 LIGHT INDUSTRY DISTRICT
- P - 1 PARKING DISTRICT
- S - 1 SHOPPING CENTER DISTRICT



## VILLAGE OF HUDSON

### NATURAL PHYSICAL CHARACTERISTICS

The physical characteristics of a community are comprised of a number of natural features such as soil and bedrock characteristics watersheds, slopes, areas of natural beauty and areas of importance for wildlife conservation. Some of these natural features are advantageous others disadvantageous.

Soil characteristics and watersheds are probably the significant items affecting the Village of Hudson. Large areas of the Village are covered by soils of the Mahoning series which are described as "silty clay loam or clay loam till of Wisconsin age." These soils are characterized by relatively poor natural drainage, which means that they tend to saturate with free water late in winter and in the spring, causing seasonally high water tables. Other areas of different soils with similar drainage characteristics (see Table G, page 2) make high springtime water tables common throughout the Village. This can be controlled in building basements by the provision of adequate foundation drains.

This situation is also significant with respect to the treatment of sewage. It is recognized by Sec. 1216.09 (b) of the Planning and Zoning Code of the Village of Hudson, which reads -

(b) Individual Septic Tank Facilities. Generally, the installation of septic tanks shall not be permitted on residential sites of less than two acres in area. In the event the installation of individual disposal systems is considered, the suitability of the soil characteristics, surface, drainage, topography and potential density or character of development shall be the criteria for determining whether or not the installation of



individual septic tank disposal systems is feasible. It shall be the responsibility of the subdivider to furnish the topographical map and other information and data and to obtain or perform all tests in accordance with the requirements of the local or State Board of Health. The septic tank and disposal field shall conform to the requirements of the Summit County General Health District.

All sanitary sewage shall be emptied into the septic tank and no tile field shall empty in any manner into open ditches, roadside ditches, lakes, streams or another body of water; nor shall the effluent be permitted to seep to the surface of the ground. (ord. 67-30. Passed 6-5-67.)

TABLE G  
SOILS WITH DISADVANTAGEOUS FEATURES

<u>CODE</u>	<u>NAME</u>	<u>SEASONALLY HIGH WATER TABLE</u>	<u>FLOOD PRONE</u>	<u>ORGANIC SOIL</u>	<u>COMPRESSIBLE SOIL</u>
Ca	Canadice	X			
CaB	Canaedea	X			
Cg	Carlisle	X		X	
FcA	Fitchville	X			X
FcB	Fitchville	X			X
HcB	Haskins	X			
Ho	Holly	X	X		
JtB	Jimtown	X			
Lc	Lobdell		X		
Ly	Luray	X			X
MgA	Mahoning	X			
MgB	Mahoning	X			
Mn	Mahoning	X			
Or	Orrville	X	X		
Sb	Sebring	X			X
So	Sloan	X	X		
Tr	Trumbull	X			
Wt	Willette	X		X	X

Source: Map 9 and Description of Soils  
Soil Survey of Summit County Ohio  
November, 1974

There are also within the Village a few small areas of organic soils and soils which are soft and compressible. Construction on these soils is technically possible but expensive, and from a practical point of view should probably be avoided where possible.



Finally there are some areas along the Brandywine Creek watercourse subject to overflow following unusually heavy storms. Construction in these areas should be limited to structures and uses acceptable in a flood plain.

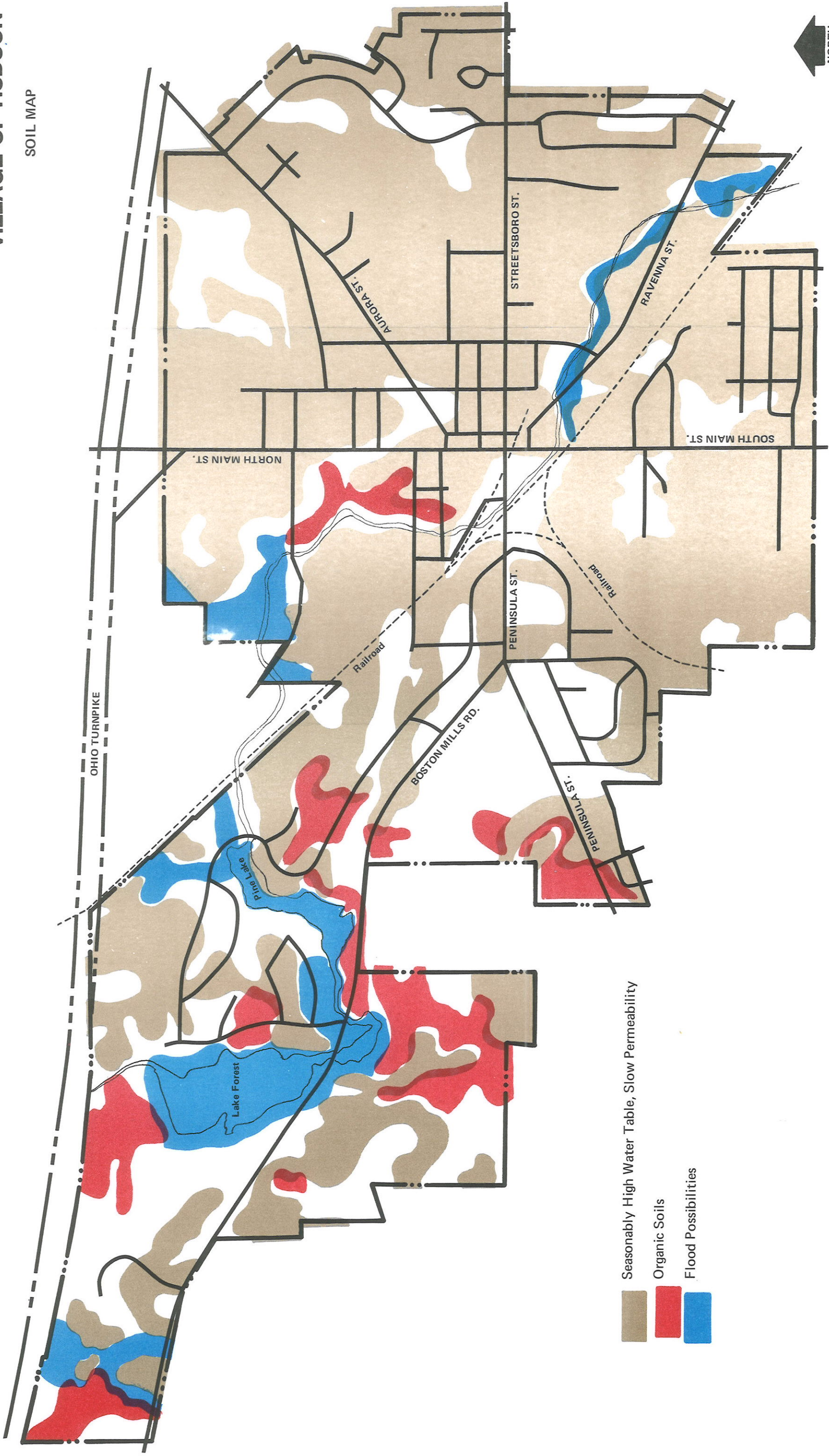
All of these soil areas are indicated on the soil map, Figure C Part VIII, page 4. A topographical map showing elevations and contours appears in Figure D Part VIII, page 5.

To aid in minimizing flood damage, the Municipal Planning Commission reviews subdivision proposals and other proposed new developments to assure that all such proposals are consistent with the need to minimize flood damage. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located, elevated, and constructed to minimize or eliminate flood damage, and adequate drainage is provided so as to reduce exposure to floor hazards.



# VILLAGE OF HUDSON

SOIL MAP



Seasonably High Water Table, Slow Permeability

Organic Soils

Flood Possibilities

NORTH

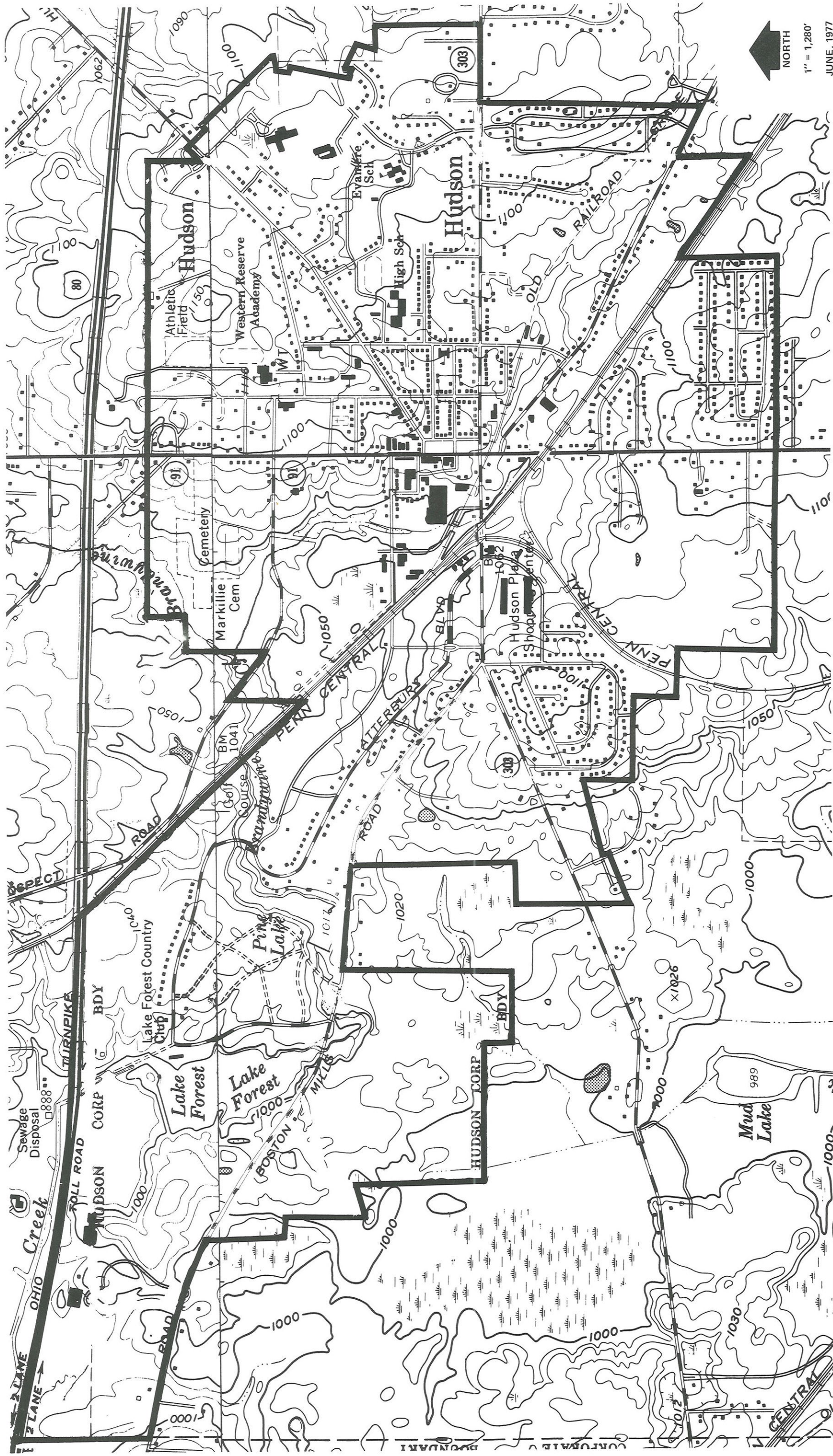
1" = 1,280'

JUNE, 1977



# VILLAGE OF HUDSON

TOPO MAP



NORTH  
1" = 1,280'  
JUNE, 1977



## VISUAL CHARACTERISTICS

Hudson has the appearance of a nineteenth century country town with areas of densely situated houses of high architectural character set off by large areas of open green space. The character of this environment is a prime factor in both the decision of residents to live in the community and the maintenance of substantial property values. It is the source of a number of visitors as well. The town has been the subject of articles and tours by the National Trust for Historic Preservation and the Society of Architectural Historians. In addition, an annual House and Garden Tour draws three to four thousand people from nearby communities and neighboring states.

Hudson's unique character is the product of a favorable history, the concerted efforts of the local citizens to preserve and construct quality architecture, and the supportive programs of local organizations and governmental boards.

Hudson was founded in 1799 as a town on the western frontier. Located at the major crossroads and recognized as the center of a large surrounding area, the town built the first college in the "West." The influence of the college spawned a number of buildings of grand and elegant proportions and, during the 1820-1840's, the town was a showcase of the Greek style.

Subsequent efforts to make the community a major rail and industrial center failed and, while growth was greatly slowed, the presence of the college continued to produce a number of significant houses constructed of several styles and built with great attention



to detail to reflect the period and surroundings. In the 1880's the movement of Western Reserve College to Cleveland started a period of economic decline. However, the emergence of the preparatory school, James Ellsworth's efforts to create a model town, and commuter trains to Cleveland and Akron produced a climate that encouraged the citizenry in the first half of this century to preserve existing dwellings and construct compatible new houses.

Improved highways and the pressure of Akron and Cleveland metropolitan sprawl thrust Hudson into a new period of growth after World War II. Homes were no longer built by the occupant and, while some were of high quality and compatible with the existing environment, there was a tendency to capitalize on the town's character with developments of little variety and sterile reproduction of "colonial" style.

The emergence of these developments prompted the writing of the initial zoning ordinance in the 1940's and the establishment of the Architectural Board of Review in the 1960's. These efforts greatly accelerated in the 1970's. Noting the importance of the historic structures, Hudson Heritage Association has researched and assisted owners in researching many of the century-old buildings, which number in excess of 200.

The Library and Historical Society sponsored an application to the National Register for inclusion of the downtown area. Following acceptance, a second successful application was submitted for inclusion of the Western Reserve Academy campus. Meanwhile the village government wrote one of the first historic district ordinances in the State of Ohio and established the historic subcommittee of the Architectural Review Board.

In 1978 the historic district was enlarged, based on the findings of the Uniform Design Criteria Study. The enlarged boundaries, in 1978, included all areas contiguous with the village center that held a large portion of older and architecturally significant



structures. Structures within the historic district limits enjoy special protection from a preservation standpoint. This plan recognized that many properties outside the historic district are indeed "Historic Properties" that should be treated for preservation purposes as though they were part of the historic district.

In 1976 the citizens of the community voted approval for a 2.5 million dollar, highly visually-oriented, program to restore the town green to its original proportions and provide an extension so that the green, both visually and functionally, would remain the political, commercial, and social center of the community. During this period Village Council commissioned professional architects to undertake two analyses of the town. The first was the Architectural and Historical Study, followed by the Uniform Design Criteria Study for use by the Historic and Architectural Board of Review.

The two studies defined in a scholarly method the character of the community. Both Ms. Rebecca Rogers, author of the Architectural and Historic Study, and Chambers and Chambers, authors of the Uniform Design Criteria, concluded that the elements in the historic area provided the essence of the overall community character. Both studies noted that the town is unique in having so large a number of well preserved buildings. The older houses have a great variety of rambling mass forms and proportions. They typically have windows and doorways balanced on all facades, sloping roofs with deep overhangs, wide cornice boards, simple wide window molding and simple but bold treatment of doorways. These houses are situated on tree-lined streets with old sandstone sidewalks and have an irregular pattern of setbacks and a variety of sizes of grassy front and side yards. These streets traditionally have a pedestrian scale and are accented by fences, sidewalk plantings, and historic street furnishings.



The two studies independently noted that the main difference in character of housing constructed before 1950 compared with later, is the lack of variety in siting, mass and scale in the newer areas. The newer developments tend to be a long continuous row of ridge fronts with the long axis of the house on the short axis of the lot. The masses of the individual houses are very similar. Setbacks and sideyards are almost perfectly uniform. All of these characteristics tend to dilute the 19th century village atmosphere which is the essence of Hudson's charm.

The authors of the two studies separately have recommended that, in the future, cluster development be utilized to establish a variety of lot sizes, setbacks and a contrast of developed areas to open green space. The authors encourage that steps be taken to provide variety in massing and orientation of new houses.

It is, of course, essential that the 19th century detail that makes up Hudson's visual character be preserved wherever possible. Private citizens and public officials need to be aware that seemingly minor visual elements are like a rare, endangered natural species. It is an accumulation of seemingly minor visual elements that gives Hudson its unique character. As examples, the private citizen needs heightened awareness of the importance of fences, sandstone sidewalks rather than concrete, walkways to the houses from the sidewalk rather than the drive, and landscaping elements. Many of the sandstone foundations on the older homes are more attractive when exposed than hidden. And Public Officials should be aware, for example, of the importance of old sandstone curbing, old fire hydrants, street lights and street poles, and sewer plaques. Public officials should be aware of the destructive potential of street signs, and use them as tastefully (and sparingly) as possible.

New construction, especially commercial construction, should complement the 19th century massing of the buildings of the historic district. Architects and owners should strive for the following:



1. A pedestrian atmosphere, which means that the buildings should be interesting as one walks by, and should have a variety of detail. Buildings should be close together where feasible so that the pedestrian is not bored by long open spaces.

2. In new construction more than one story is often needed to effect a sense of closure, and to blend with Hudson's historic massing of buildings. This will be true, for example, at the south end of the green and at the west end of Hudson Plaza. One must recognize that it is not present day architectural practice to design two and three story commercial buildings, but Hudson is not the average building site, and it is the objective of this Plan and this particular language to help assure that it does not become "typical" in its appearance. In fact, the proper procedure for Hudson is to begin with the exterior shape of the building and then work out the interior plan. This appears to defy a basic architectural law, but the procedure is necessary if we are to preserve Hudson's appearance as an entity.

3. Large buildings were not characteristic of Hudson in its formation, and should be discouraged in new construction. Huge, one-story shops did not exist at the turn of the century. Such shops need to be broken up, at least visually, in new construction.

The consultants further propose that the community encourage contemporary designs and materials compatible with existing forms, or faithful reproductions of the historic styles. At the same time they recommend discouraging incompatible forms such as split level houses with uncharacteristic relationship of mass to ground and an imbalance of doors and windows. Also to be discouraged is imitation of colonial styles not present in a nineteenth century western frontier town, or buildings constructed without proper attention to historic architectural details.

This Comprehensive Plan endorses these recommendations of the professional consultants as appropriate guidelines for the visual character of future development.



## PUBLIC AND OPEN LANDS

### Village of Hudson

While public and open lands are not truly synonymous they have certain characteristics in common. Public lands in the Village include, first and foremost, the five present Greens. Plans in 1978 call for restoring the two segments of the Green south of Route 303 to full openness, and ultimately developing their boundaries with commercial and municipal structures.

The Green Extension, approximately thirty-five acres running south and east of the present Green, will include facilities for present and anticipated services for the entire community. The extension will have a lake and open park areas.

The Town Hall, at East Main and Church Streets, will become the basic seat of local government in 1978. This one hundred year old example of fine late nineteenth century public buildings houses the administrative offices and meeting rooms for the Village and Township. The restored building should provide adequate quarters for both governments for the next two decades. Subsequent expansion of administrative facilities should be accommodated through the acquisition and restoration or construction of a nearby annex.

Safety forces for both the Village and Township will be housed in adjoining headquarters on Oviatt Street. All future expansion contemplated for both police and fire forces can be accommodated on this property.



A theater and meeting room facility to form the core of a community center will be located on the Green Extension east of Oviatt Street. There is ample land to house projected future cultural and recreational facilities on the land surrounding the initial building. Even with the expansion of all projected municipal, recreational and cultural facilities there still will be sizable open park areas on the Green Extension.

Cascade Park, the northeast corner of which is in the Village, is essentially complete, having been developed with a combination of both active and passive recreational facilities. As in the past, additional development of park and trail facilities will be under the jurisdiction of the Hudson Township Board of Park Commissioners guided by the Knight and Stolar Plan, adopted in September, 1972.

The street rights-of-way will continue to be planted under the provisions of the master tree plan of the Village to assure, to the extent possible, that Hudson will always be a community of "tree lined streets."

The public school campus area of approximately 92 acres is expected to be adequate to meet Hudson's needs for some time. Additional development of the campus facilities, as necessary, will be planned and administered by the Board of Education. (see public education, Part VI.)

Similarly, the Western Reserve Academy campus, while presumably adequate in total area, (approximately 120 acres), may require additions or modifications in structural facilities as its Board of Trustees may determine.

There are six churches in the Village. They are the First Christian Church on Division Street, the First Congregational Church on Aurora Street, the Covenant Church on West Streetsboro Street, Christ Episcopal Church on Aurora Street, the Old Church on the Green, and St. Mary's Roman Catholic Church on North Main Street. The properties



of the Episcopal and Congregational Churches extend to a common boundary on Aurora Street, thus establishing the flavor of the north side of the block between East Main and College Streets, and St. Mary's spacious grounds at the corner of West Prospect Street and Route 91 complement the open campus of the Academy across the street to the east.

The two cemeteries located in the Village are Markillie-St Mary's on North Main Street, and the Old Hudson Township Burying Ground on Chapel Street. The latter, beautifully maintained, is a point of considerable historic interest. Gravestones identify the final resting places of a number of early settlers. Administration, maintenance and, if necessary, expansion of the cemeteries is under the jurisdiction of the Union Cemetery Board.

While not public space in the strict connotation, the Lake Forest Country Club together with the nearby lakes, (Lake Forest, Pine Lake and Lake Laurel) provide some two hundred forty acres of open space, a substantial segment of the total for the Village.

Hudson's public lands and open spaces contribute in no small measure to that peaceful, unhurried, uncrowded image of which its residents are so proud.



## PUBLIC ROADS (TRAFFIC)

The day of the horse and buggy as a major means of transportation has long been gone from the Hudson scene. Yet, most of the major arterial roads that service the community today existed as early as 1814. These roads, State Routes 91 and 303, Ravenna, Aurora, Valley View and Boston Mills Roads and Hudson Drive, while long since paved, were never designed to meet the needs of a highly mobile automotive age.

Vehicular traffic in Hudson can be divided into two main categories, local and through. Hudson's geographical location in relation to Akron, Cleveland, and nearby industries, as well as Blossom Music Center, the Coliseum, the Cuyahoga Valley National Park, Sea World, and Geauga Lake Park result in a heavy flow of through traffic on her two major arterial roads: Routes 91 and 303. The increase of local population also results in a greater flow of local traffic on all streets. Solutions to the problem of traffic congestion are not simple, nor are all of the problems solvable locally, when measured against the General Priorities of this Plan as outlined in Part II.

### Definitions

In planning a traffic system, it is helpful to define the different types of thoroughfares and streets. These include the limited access thoroughfares, major arterial streets, collector streets and local streets.



The limited access thoroughfare or expressway should be designed to carry heavy volumes of traffic at fast speeds with limited access. These thoroughfares should be capable of moving traffic faster and more safely than any other type of road. None exist or are projected for Hudson Village. There are two present and two projected for the unincorporated area of the Township.

Major arterial routes should provide direct routes across the community as well as to neighboring communities. These streets, which should have controlled access wherever possible, receive traffic from minor and collector streets and distribute the traffic over a relatively large area. Major arterials usually connect points of major traffic generation. The distance of cross-community trips on this type of facility create a desire for higher speeds which should be reflected in higher design standards for safety on major thoroughfares than for minor streets. Lane width, shoulder width and the need for a median strip should vary with the different types of traffic a road is designed to carry, but may have to be compromised to the "General Priorities" of this plan. It is generally recognized that a larger right of way should be reserved for a major street than for lower order roads. Within Hudson Village, Routes 91 and 303 serve as major arterial routes, as do Aurora, Ravenna, Boston Mills and Prospect Streets to some extent. While these roads must be relied upon to carry local traffic from the periphery of the township to its center (and in some cases across the community), they do not meet the design standards for higher-speed through traffic. To widen and modify them to meet the demands of through traffic as well as local traffic would be aesthetically disastrous to Hudson and would destroy Hudson's unique small town atmosphere.

Collector streets collect traffic from local streets and distribute it to either local destinations or to larger arteries. Because collector streets are intended to carry more



traffic than local residential streets, their design should reflect the difference. Desirably, the street should have a somewhat wider right of way than a minor residential street, and houses should be set back somewhat more than they are on a minor residential street. Collector streets are often the result of use rather than design.

Within Hudson Village a number of residential streets ill designed to be collectors - have come to fill this role. Examples are Oviatt, College and Hudson Streets as used by East-North traffic; South Hayden, Oviatt, College and Maple Streets as used by East-North traffic; and Owen Brown Street as used by West-North traffic.

Local streets are intended for local traffic only. They provide access to individual properties and should provide access to collector streets or major traffic routes. The design of minor residential streets should be such as to discourage through traffic from using minor streets as short cuts. To the extent possible Hudson's residents should be protected from heavy traffic loads on their residential streets. When the streets become collectors or arterial roads through use, the community should take steps to discourage traffic with extra stops, enforced speed limits and any other recognized means of controlling traffic.

In 1978 the massive new growth of residential houses in the Township area served by Aurora Street is a serious concern that should be dealt with as quickly as possible. Massive new developments are estimated to produce approximately 1,500 additional cars which will seek to reach Cleveland and Akron avoiding the main intersections by shortcutting through the historic district. An informal traffic survey in front of the dining hall at Western Reserve Academy tallied one car every 13 seconds during evening rush hour, which is also dinner hour. Most of these cars had come from Route 91 travelling south and were on their way east via Hudson Street or north on College Street to bypass



the traffic signals on Main Street. While this was bad in 1978, it is only the beginning. Through traffic should be prohibited from using these residential streets as collector streets.

Proposals: Every effort should be made to further the completion of the proposed relocations of State Route 8 and 91. These relocations should help accommodate through traffic with more efficiency than existing roads. Any improvement in through traffic loads will also result in an improvement of local traffic. The relocated State Route 8 will serve much of the Akron, Cleveland, Blossom Music Center and Cuyahoga Valley Park traffic from and through Hudson. It should relieve some traffic on present State Route 91. The proposed relocated State Route 91 would greatly relieve the north-south through traffic now congesting the Village Center. Progress on this bypass route as of 1977 was minimal, but the money for a preliminary engineering study had been approved and set aside.

Estimated time for the Route 91 relocation is as follows:

- Preliminary engineering study - 2 years
- Public hearings often require several years
- Actual design - 2 years
- Land acquisition may require several years
- Construction will probably take several years

Thus the Route 91 bypass will take at least a decade to complete. It will take even longer if county and state agencies responsible for the project (AMATS: ODOT) fail to "push it." Hudson can help speed the project by political action with county and state officials, and by taking steps to keep traffic on the main roads -- by keeping it off the residential streets. The traffic counts on Routes 91 and 303 are artificially diminished as



many cars circumvent the lights, or take short cuts. Thus, the official traffic counts for the Village Center highways are below the critical level as viewed by State and County officials.

Route 303 is not as congested as Route 91, but it is a growing problem. A collector street is proposed to connect Oviatt Street with Milford as shown on Figure E, Part XI, page 6. Traffic controls should be strategically located to prevent these streets from being used as arterials. Such controls could be one-way, stop, no left turn, and load limit designations. This collector street will form an inner, half loop that will afford Village residents convenient access from residential areas to schools and shopping and major thoroughfares without necessitating travel through the Village Center.

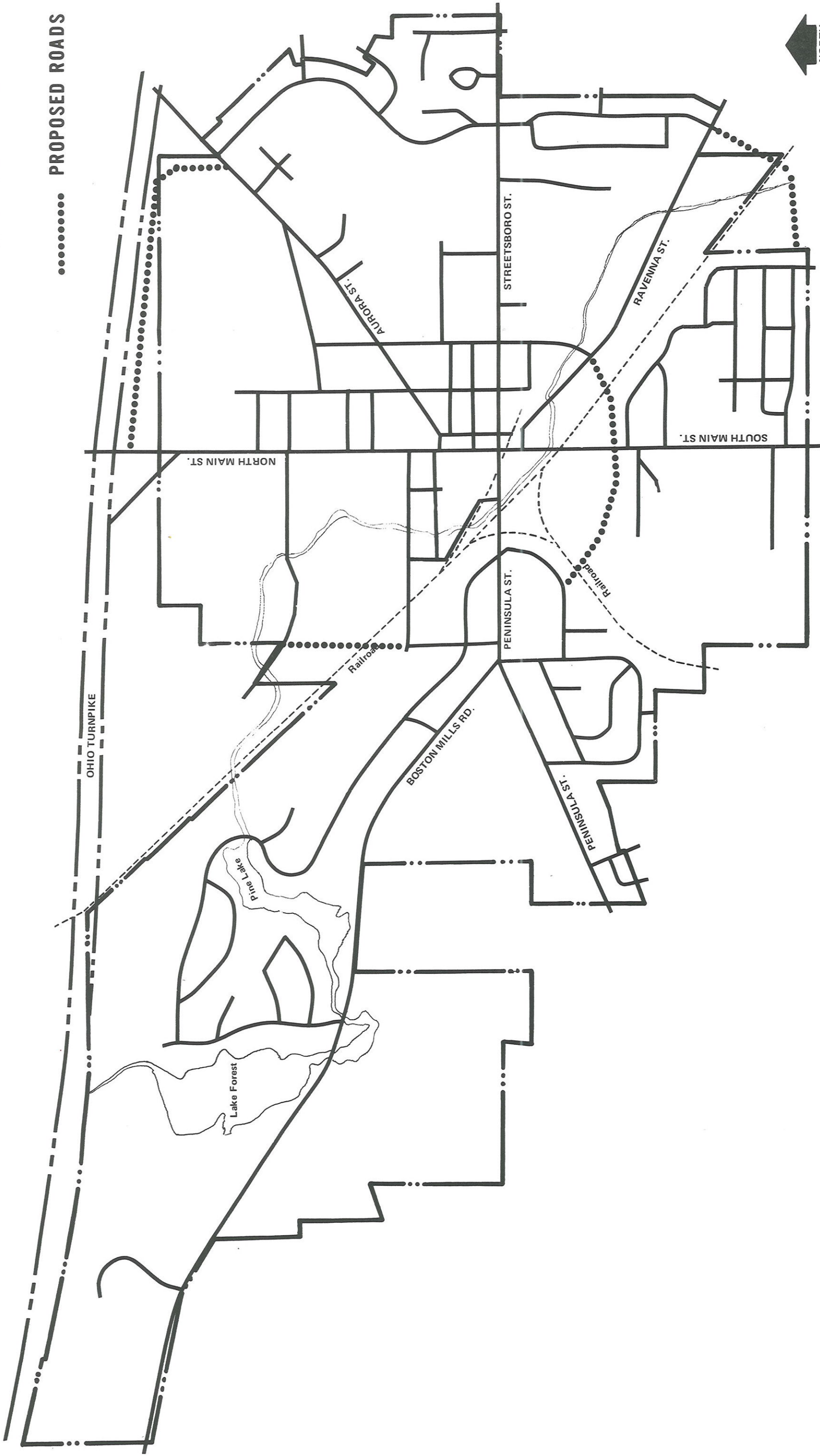
An outer-loop arterial extension for Terex Road could be desirable. It would connect Terex Road to Stow Road and eventually the Route 91 relocation. This arterial would provide immediate traffic relief for the community. It would also provide arterial connection (E-W) between relocated State Route 8 and relocated State Route 91 and become an E-W Hudson bypass.

One more proposal: A traffic consultant should be engaged to examine ways of legally discouraging the use of residential streets as collector streets, particularly in the historic district. We should assume that the through traffic is hopeless until a bypass is designed and built for Route 91 and 303. We should further assume that the destruction of residential areas with bypass traffic is counter-productive because it takes traffic off of the appropriate through roads, thereby keeping the traffic counts down, and in the process keeps Hudson's bypass route at a relatively low priority in the state's agenda.



VILLAGE OF HUDSON

..... PROPOSED ROADS





## LAND USE

Land in Hudson Village was 64% developed in 1977 and most of the remaining area was estimated to be developed by the year 2000. Through 1978 the positive trends for the community were (1) the acquisition of additional green area near the Village Center, (2) the acquisition of parkland throughout the community, (3) placing the center of Hudson on the National Register of Historic Places, (4) expansion of the historic area to include all streets with substantial numbers of historic buildings, (5) efforts by merchants and owners of commercial property to improve the appearance of their establishments (a notable effort in 1978 was the improvement of the Sohio station at South Main Street and Ravenna Road), and (6) the careful study of all land use in the Village that was done as part of the first publication of this Comprehensive Plan.

Growing problems were the loss of younger and older people, traffic congestion, diversion of day-to-day commerce from the Village Center, a growing blight of auto oriented "strip development" on Route 91 south of the Village, and the possibility that the continuing influx of large families with school-age children would require a significant increase in property taxes. (See chapter on financial impacts, Part XIII.)

The land use principles of this Plan acknowledge these trends and are designed to augment the desirable and minimize the undesirable conditions where possible. To aid the reader, proposed land use and present zoning maps are given on pages 8 and 9 of Part XII.



Public Owned Lands: It is desirable for the community to acquire as much land for public use as is economically and politically possible. Public land has recreational and aesthetic value and also offers the community the possibility of meeting future needs with land purchased at present prices. Because most of Hudson's undeveloped land lies in the unincorporated area, it is reasonable to assume that most new public land acquisition will occur there.

Residential Land Use: Much of Hudson's undeveloped land will be used for housing, following a long-established trend. The planning principles that apply in this connection are as follows:

1. Preservation of historic areas and structures should be a major priority. The character that is so important to Hudson's social and economic values should be preserved.
2. More flexibility in size of new dwellings (not to be confused with quality of dwellings) is desirable. Availability of smaller homes could help retain and attract young adults and elder citizens.

Hudson traditionally has been a residential community with a preponderance of single-family homes. In 1970, eighty-three percent of the dwelling units in the Village were single-family residences. While many of the older homes are located on relatively small lots and are of modest size, almost all homes built since 1970 are large, (four-bedroom) and located on large lots. Homes built in 1975-76 averaged 2300 square feet.

It is the objective of this comprehensive plan to continue the residential character of the community and the orientation toward single-family homes. However, recent trends suggest slight modifications to the residential development policies of the past, as follows:

- A. Future residential policy should encourage some increase in multifamily residences and high quality smaller homes to meet the needs of elder citizens, childless couples, and



single people. If alternative housing is available, we can assume that fewer long-term residents will leave the community upon reaching an age when a large home exceeds their needs, and that young people and childless couples will be more inclined to settle and remain in Hudson.

Citizens aged sixty-five and older comprised approximately seven percent of the Village population and four and one-half percent of the Township population in the 1970 census. This compares to ten percent in the Village in 1960 and nine percent of the county as a whole. This small and decreasing percentage of elder citizens supports the opinion that people of retirement age who prefer to remain in the area and live in one or two-bedroom, relatively maintenance-free residences, are forced to leave Hudson because there are few such homes available.

Similarly in the 1970 census young adults in the 20-25 year age bracket comprised only three percent of the Village population versus five percent county wide. This appears to be, at least in part, the result of the sparcity of residences oriented to young married or single persons.

B. Apartments, garden apartments, and duplex housing should be located near areas where people work and shop, so that the residents can walk (when weather permits) to shops, recreation, and work.

Some higher density housing should be looked upon as a potential cultural and economic asset rather than a liability. It could help retain elder citizens and young adults who have the time and inclination to become involved in civic, social, and cultural pursuits. It could help ease the educational tax load that results from large family sizes.

C. More flexibility in lot patterns should be encouraged. The concept of cluster housing with common green areas is desirable from the standpoints of aesthetics, cost and energy conservation. The residences built in Hudson in the 60's and early 70's do not have the



diversity of character present in the older sections. Diversity in future development is desirable if Hudson is to avoid sterile homogeneity. For this reason Planned Unit Development, (PUD) with houses constructed in clusters surrounded by open space, (Walden in Aurora, Ohio, is an example) should be encouraged for the development of the remaining large parcels. Should one of the remaining larger tracts of open land be developed as a PUD, consideration should be given to permitting the inclusion of apartments or townhouses. For each higher-density unit, more open space should be required of the builder to maintain the area's permitted density. This would allow the developer more design flexibility, and promote a wider variety of housing than single-family zoning; yet, it could afford greater open space and provide a more pleasing, less "sprawling", use of the land.

Greater flexibility in lot patterns might also make the building of smaller, high quality homes more feasible from the builder's standpoint, thus gaining some of the advantages outlined in "B" above.

In 1978 it is recommended that the sizable tract of land south of the Village Center and west of South Main Street be rezoned in keeping with these concepts, as indicated in the land use map, Figure F Part XII, Page 8.

Commercial uses: Commerce, to the extent possible, should be concentrated at the Village Center--the land surrounding the greens. The reasons for this are given in the section on the Village Center, Part VII.

It is important--despite the traffic and parking problems--to restrict future commercial development to the center of town. The Village Center needs to be an integral part of every resident's life style if Hudson is to retain its unique cultural and social climate. Additional commercial development at the Hudson Plaza shopping center combined with development of the unused areas surrounding the greens provide enough room for commercial expansion to the year 2000.



It is desirable to provide most of Hudson residents' shopping needs here in Hudson. Most, but not all. To provide every need of Hudson's sophisticated population would be economically impossible, and destructive to its small town character.

The Hudson Township Zoning Commission has expressed a desire to channel future commercial development into the Village. The Village Planning Commission is proceeding on this basis.

The Village Plan: There are two major retail business areas set aside in the Village: the Village Center, which is less than half developed and the Hudson Plaza shopping center, which is approximately one-third developed. Turners Mill, and a few shops located in residences which are permitted non-conforming use, make up the balance of the retail business areas in Hudson Village.

The proper development of the Village Center requires cooperation and sensitivity on the part of landowners, builders and residents. All should be aware of its social, historic, and economic significance.

The Hudson Plaza, originally built in 1963, was composed of 20 acres of land and 58,000 square feet of commercial floor space in 1978. The area was originally developed under a setback rule requiring 300 feet of land in front of the building line. While the purpose of this rule was to aid appearance of the area, it did not have that effect. The appearance of the Plaza has been frequently criticized, partly because its most obvious architectural feature to the passerby is a parking lot. Anticipating improvement of the Plaza's serious visual problem, Village Council in 1976 passed a revised zoning ordinance which permits building much closer to the roads. The eventual effect allows the enclosure of the parking lot with buildings, thereby screening it from view.



A site plan of the Hudson Plaza reveals the small amount of building on the land prior to 1978. There appears to be room for roughly triple the present floor space. This amount of additional space, combined with space available at the Village Center, should be adequate to the year 2000, when the combined population of Hudson's incorporated and unincorporated areas is projected to reach approximately 30,000 people. After the year 2000, close-in industries could be relocated to permit necessary retail business expansion.

Bicycle and pedestrian trails, a park trail system, and "loop transportation" to get people from one retail business area to another in the Village, and to aid pedestrian access from residential areas near the Village Center, are increasingly desirable as the community grows.

Office Space: Office space--both existing and potential--is appropriately located at the Village Center, Milford Drive, Atterbury Boulevard, Maple Drive, and the Executive Office Park. Offices could also be located on Ravenna Street near Route 91. Such locations are convenient to the Village Center and the Green, and provide a desirable setting for professions and businesses.

Industry: Most industrial development in the future will occur in the unincorporated area of the Township. Space for industrial growth is limited in the Village, while large tracts in the unincorporated area are available and zoned for industry.

From a tax standpoint, village residents benefit from industrial growth in the unincorporated area. Hudson's schools, fire protection, emergency medical service, and parks are supported by Township or School District taxes rather than Village taxes. The schools alone accounted for 69% of the total community tax dollar in 1977. Village residents are taxpayers in the Township and the School District.



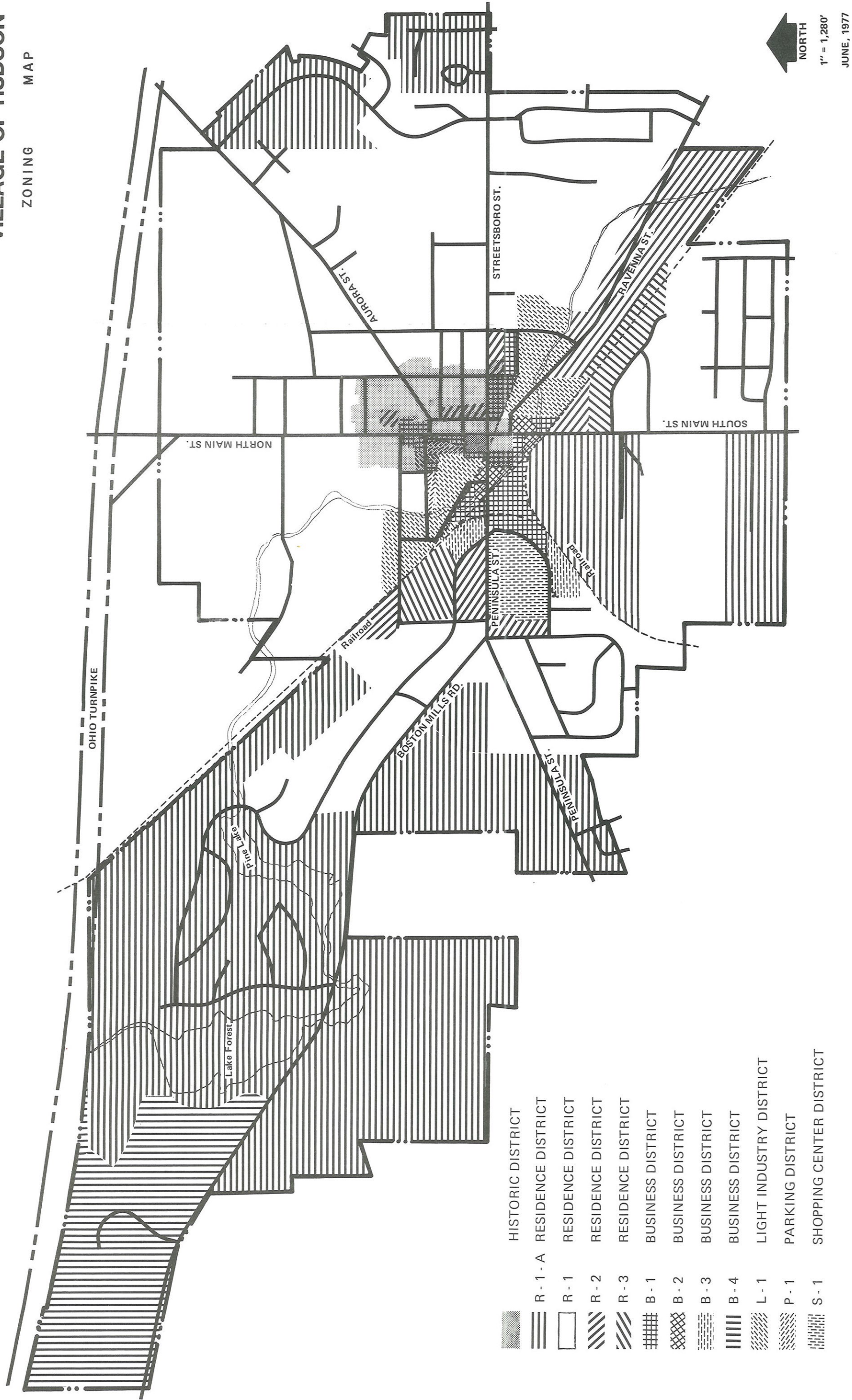
It is proposed in 1978 that areas close to the Green Plan which were previously zoned for industry be rezoned as indicated on the land use map, Part XII, page 8; and that the area north of the Village Service Building be rezoned for industry as indicated on the same map.

Present zoning and proposed land use maps are shown on pages 8 and 9 of part XII.



# VILLAGE OF HUDSON

## ZONING MAP





## VILLAGE ECONOMICS AND TAXES

For most Hudson Village residents, the important facts regarding Village economics and taxes in 1978 were as follows:

1. Hudson had no income tax.

2. Many Hudson services were paid for by users on a pay-as-you-go basis.

Examples were electrical power, water, and sewer service.

3. Remaining services were paid for largely through property taxes, and the Village portion of this tax burden was so small as to be almost irrelevant. The breakdown of tax revenues was as follows:

### VILLAGE TAX RATE

The total tax rate being collected in 1978 is \$47.70 per \$1,000 of assessed value. For a home in the Village with a market value of \$70,000 and an assessed value of \$24,500, the total yearly tax is \$1,168.65. The breakdown is as follows:

<u>Taxing District</u>	<u>Mills</u>	<u>Amount</u>	<u>Percent</u>
School	32.800	\$ 803.56	68.76%
County	7.034	172.37	14.75
Village for General Fund	2.330	57.03	4.88*
Township for Land and Recreation (Green Plan)	1.230	30.15	2.58
Fire Department	.840	20.57	1.76
Township for General Fund	.770	18.82	1.61
Metropolitan Park	.766	18.82	1.61
Park Board	.720	17.65	1.51
Ambulance	.440	10.75	.92
Police Station	.300	7.36	.63*
Police Pension	.300	7.36	.63*
Cemetery	.170	4.21	.36
	47.700	\$1,168.65	100.00%



The asterisked \* items alone are Village taxes. All three combined (Village for General Fund, Police Station, Police Pension) amount to 2.93 mills, or 6.1% of the tax rate. And only the police station levy of .30 mills is voted. The balance, or 2.63 mills, is unvoted millage established by Ohio State Law.

It should be noted that for the last decade the Village has had a financial problem that will eventually have to be solved. The problem is that the income from the state gasoline and license plate taxes which are returned to the Village for street maintenance has not kept pace with the cost of labor and materials needed for street repair. The chart below tells the story over the ten-year period--1967-1977.

TABLE H  
STREET CONSTRUCTION MAINTENANCE AND REPAIR FUND

	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
<u>Revenue</u>				
Gas & Plate Tax	\$ 50,217	\$ 63,131	\$112,390	\$ 86,558
Other	8,073	12,328	11,145	10,511
Transfers	<u>73,622</u>	<u>80,640</u>	<u>-0-</u>	<u>55,185</u>
TOTAL	\$131,912	\$156,099	\$123,535	\$152,254
<u>Expenditures</u>				
Operation and Maintenance	\$ 70,399	\$ 95,987	\$104,456	\$127,013
Capital Improve.	<u>47,845</u>	<u>36,350</u>	<u>21,613</u>	<u>68,310</u>
TOTAL	\$118,244	\$132,337	\$126,069	\$195,323

Hudson has made up its deficit over the years by "dipping into" the general fund, and by applying "windfall" money to this purpose. An example is the inheritance tax revenue of the Village, which averages \$16,000 per year.



The overall message, however, is clear: additional revenues will be required to pay for street maintenance. The two available avenues are additional property tax or an income tax.

In any event, and assuming additional taxes for street repairs, the Village portion of the average resident's tax load is minor. Residents concerned about tax relief will be hard pressed to find major avenues of savings in the Village millage.

4. A 20-year projection of financial effects of continuing growth of Hudson's population predicted very minor increases in Village expenses (considered in constant dollars and therefore ignoring the effects of general inflation). In 1976 the Village and Township cooperated in a 20-year study of Village and Township finances, done by a professional firm using the name "Munies" (Municipal Impact Evaluation Studies). Later the School Board joined the program to complete that portion of the 20-year cost projections.

Not surprisingly, the Munies study demonstrated that the Village portion of taxes would increase slightly over the 20-year period, the increase amounting to roughly \$16, or 1% of the total real estate tax paid by the owner of an \$80,000 Hudson Village home. The only significant jump in Village expenses can be expected when data from the 1980 census is published, and Hudson Village becomes a city. The law states that any incorporated municipality with more than 5,000 residents is a city, and the 1980 census will officially designate Hudson Village as such a municipality. At that point the City of Hudson Village will be obliged to assume maintenance of the state routes that fall within its borders. In present dollars it is estimated that it will cost about \$30,000 per year to maintain routes 91 and 303 within the corporation limits. This will increase the "average" Village resident's taxes by about \$20 per year.



5. In spite of the optimistic projection of Village economics and taxes, the average Village (and Township) resident can expect sizable increases in taxes over the coming years. These increases will dramatically exceed the percentage that could be anticipated due to general inflation. The basic reason for the anticipated increase is population growth affecting school population. As more houses are built in the 5 mile square that makes up Hudson, they inevitably increase the school population. The "average" (\$80,000) Hudson home provides \$918 per year in school revenue. The cost to educate one child in the 1977-78 school year was \$1,586.65. Thus, most homes in the school district (and most are large homes with four or more bedrooms to conform to zoning requirements) produce a deficit in school finances.

The fact that in 1978 the "average" homeowner was able to pay less for education than it cost to educate the children of that same "average" family, was due to the portion of the real estate tax revenues that was paid by commerce and business. In the future, to maintain a school tax burden equal to that of 1978 it would be necessary to increase the value of commercial and business property as fast as Hudson Village and Township increased in residential properties. To achieve this balance appeared a desirable but highly unlikely goal in 1978. To put it simply, the 5 mile square would appear to be able to attract three times the present number of homes far more easily than it could attract three times the present businesses. To triple business revenues would require two more industries the size of Terex, and that goal simply does not appear attainable. There aren't that many candidates, and the competition from other communities is fierce.



It can be argued that Hudson's low taxes are self-defeating. A comparison with surrounding communities reveals the following:

<u>COMMUNITY</u>	<u>REAL ESTATE TAX MILLAGE</u> (1978 collection year)	<u>CITY INCOME TAX RATE</u>
Aurora	63.26	1%
Cuyahoga Falls	62.60	1 1/2%
Hudson Township	46.62	none
Hudson Village	47.70	none
Macedonia	55.82	none
Northfield	47.82	1%
Solon	50.50	1%
Stow	50.63	1 1/2%
Streetsboro	55.80	1%
Tallmadge	46.64	1 1/2%
Twinsburg	44.804	1%

Hudson's low taxes, coupled with its desirable schools and image, make it attractive for development. It is a desirable community, and a bargain as well. The problem is that the new homes are not self-supporting in school taxes, and so everyone's taxes will have to go up to compensate. It is not unthinkable that citizens in the future--frustrated by ever-increasing taxes--will join other Ohio communities in voting down school and community issues. Inefficiency and educational "frills" will be blamed for a tax problem which is predictable in 1978 as a result of population growth alone.

The actions in this regard that could be taken by Village residents in 1978 were limited. The Village could seek a cooperative effort with the Township to attract industry. This is recommended, but establishment of such an effort should not be considered the solution. It could improve our chances for a desirable business-resident ratio, but it would also take phenomenally good luck to maintain or improve the present ratio. The Village could also take whatever steps it can to encourage business within its borders, particularly in the Executive Park. The Village can modify its zoning to encourage smaller high-quality homes, apartments, and garden apartments, with fewer children to educate.

But the problem is essentially a township problem, because that is where the undeveloped land lies.



## CULTURAL AND RECREATIONAL FACILITIES

In 1978 Hudson had a "Department of Community Education and Recreation" with a full-time director. The program was funded by the Hudson Local School District and was housed at the High School. The program was established in the belief that recreation and leisure pursuits are an integral part of the citizens' lives and its goal is to afford people of all ages, backgrounds, and interests the opportunity to participate in a variety of activities.

An analysis of needs for various age levels follows:

PERIOD I (ages 4-6) - Basically characterized by self-interest, short attention span, need for routine, tires easily.

Open areas on the school campus, classrooms and small gymnasiums available; will continue to meet the needs for this segment of Hudson well into the future.

PERIOD II & III (ages 6-9 & 9-12) - II characterized by impatience, impulsiveness, easy to impress, expanding interests, need for adult approval. III characterized by lively spirit, restlessness, cliques, desire for adventure.

These are two of the most active and growing areas in Hudson, especially in active group sports. As population continues to grow, Hudson will need more open space area (field hockey, soccer, flag football) and more multipurpose baseball/softball diamonds. If no new areas are constructed, programming will have to go to the "double system." This could mean an early afternoon program for younger groups, with the older age levels playing in the evening.



Indoor facilities such as future elementary schools should be constructed with a versatile gymnasium/activities area which can be adapted to youth and adult use.

PERIOD IV (ages 12-15) - Generally characterized by rapid growth, overenthusiasm, awkwardness, strong group loyalty, strong cliques, excitement, peer group importance.

This group will grow in size, and will need increased facilities. However, individual interests begin to grow at this age level, and interest in active team sports begins to diminish slightly.

Parties begin to get popular. Areas for outdoor nature-oriented activities are useful. A camping area would be desirable, as would bike paths and routes. Many of the adult-oriented facilities or universal facilities can be used.

PERIOD V (ages 15-18) - Characterized by self-confidence, loyalty, idealism, critical attitude, status seeking.

These young adults can make full use of universal facilities. Boys and girls in the future are expected to have increased interest in soccer and field hockey. Varsity oriented sports on the high school level are important, so schools will continue to meet these needs. Individual pursuits and activities take precedence outside the varsity world. Hudson needs to develop areas in which life-time activities such as hiking, camping, and tennis can be pursued.

PERIOD VI (ages 18-30) - Characterized by developing values, developing permanent interests, vocational development, marriage, family, responsibility, interest in intellectual activity as well as sports. High vitality. As this group grows in size, there will be increased need for more ball diamonds, tennis courts, and similar facilities.

PERIOD VII (ages 30-65) - Characterized by full maturity, personal pride, interest in youth work, interest in vocation, physiological body changes.



As we move into middle age, interest in less vigorous activities becomes high. Civic clubs, family oriented activities, continuing educational classes are popular. Tennis, golf, swimming, bicycling, and hiking are popular activities.

PERIOD VIII (ages 65 - over) - Characterized by less physical vigor, concern for others, interest in civic affairs, need to be fully needed.

Retired citizens enjoy club activities, trips and travel, and social participation. It would be desirable to have an area or center where elder citizens could gather, organize, and develop specific programs. Unfortunately, we do not have space available during the day in our schools for the retired citizen. Many do not care to go out in the evening, preferring activities programmed for the morning and the afternoon. Current facilities being used by elder citizens will become too small in the future as more and more people are getting involved.

In 1978 recreational facilities available to Hudson Village residents were abundant and growing. The Hudson Board of Park Commissioners was acquiring new properties; a swimming pool was under construction at the Junior High School; there were adequate tennis and racquet ball facilities; skiing and golf; bowling; and the new Cuyahoga Valley National Park was in the making.

Standards have been developed by the Michigan State University Department of Parks and Recreation Resources. These are as follows:



<u>Facilities</u>	<u>Minimum Acre &amp; Facilities Per Thousand People</u>	<u>Minimum Acreage Per Family</u>	<u>Accessibility (Distance from every home)</u>
Play lot	¼ acre per 1000, 1 facility per 800	¼ acre	½ mile
Neighborhood Playground	1½ acre per 1000, 1 facility per 3000	4+ acres	½ mile
Baseball Diamonds	1 field per 6000	3 acres	½ mile
Softball Diamonds	1 field per 3000	2 acres	½ mile
Neighborhood Parks	1 acre per 1000	6 acres	¾ mile
Recreation Centers	1 facility per 40,000	5 acres	1 mile
Auditorium	1 facility per 50,000	4 acres	2 miles
Major Park	4 acres per 1000 (1 facility per 40,000)	50 acres	3 to 4 miles
Regional or County Parks	10 acres per 1000	Several hundred, to 1000 acres or more	Includes entire region
Environmental Areas	1 acre per 1000	1/8 acre	½ mile
Recreation Building	1 facility per 25,000	1 acre	1/8 mile
Playfield	1½ acres per 1000	20 acres	1 mile
Skating Rinks, Artificial (outdoor or indoor)	1 facility per 25,000	2 acres	2 miles
Skating Rinks, Natural (outdoor)	1 facility per 3000	1 acre	¼ to ½ mile
Swimming Pools (indoor)	1 facility per 10,000 (15 sq.ft. per swimmer)	2 acres	½ to 1 mile
Swimming Pools (outdoor)	1 facility per 40,000 (20 sq.ft. per swimmer - deck and water)	5 acres	½ to 1 mile
Tennis courts	1 facility per 2000	2 acres (battery of 4)	¾ to 1 mile



Addenda: 1978 Village budget

1978 APPROPRIATION ORDINANCE

PERMISSIVE AUTO LICENSE TAX FUND

<u>Acct. No.</u>	<u>Account Title</u>	<u>Actual 1974</u>	<u>Actual 1975</u>	<u>Actual 1976</u>	<u>Actual 1977</u>	<u>Estimate 1978</u>
<u>REVENUE</u>						
341	License plates	\$20,377	\$20,523	\$20,693	\$28,800	\$29,578.44
342	Misc.	8,864	-0-	-0-	-0-	-0-
346	Interest earned	<u>67</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
	Total	\$29,308	\$20,523	\$20,693	\$28,800	
<u>EXPENDITURES</u>						
3402	Wages	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
3421	Other	-0-	-0-	-0-	-0-	-0-
3431	Contracts	<u>38,074</u>	<u>20,523</u>	<u>20,693</u>	<u>28,800</u>	<u>29,578.44</u>
	Total	\$38,074	\$20,523	\$20,693	\$28,800	\$29,578.44

STATE HIGHWAY IMPROVEMENT FUND

<u>REVENUE</u>						
371	License plates	\$ 1,401	\$ 2,370	\$ 3,775	\$ 3,594	\$ 3,600
372	Gasoline tax	2,671	2,749	5,320	3,423	3,300
376	Interest earned	<u>14</u>	<u>169</u>	<u>356</u>	<u>675</u>	<u>500</u>
	Total	\$ 4,086	\$ 5,288	\$ 9,452	\$ 7,692	\$ 7,400
<u>EXPENDITURES</u>						
3721	Other	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-
3731	Contracts	<u>4,211</u>	<u>5,206</u>	<u>2,085</u>	<u>14,946</u>	<u>13,305</u>
	Total	\$ 4,211	\$ 5,206	\$ 2,085	\$ 14,946	\$ 13,305



# 1978 APPROPRIATION ORDINANCE

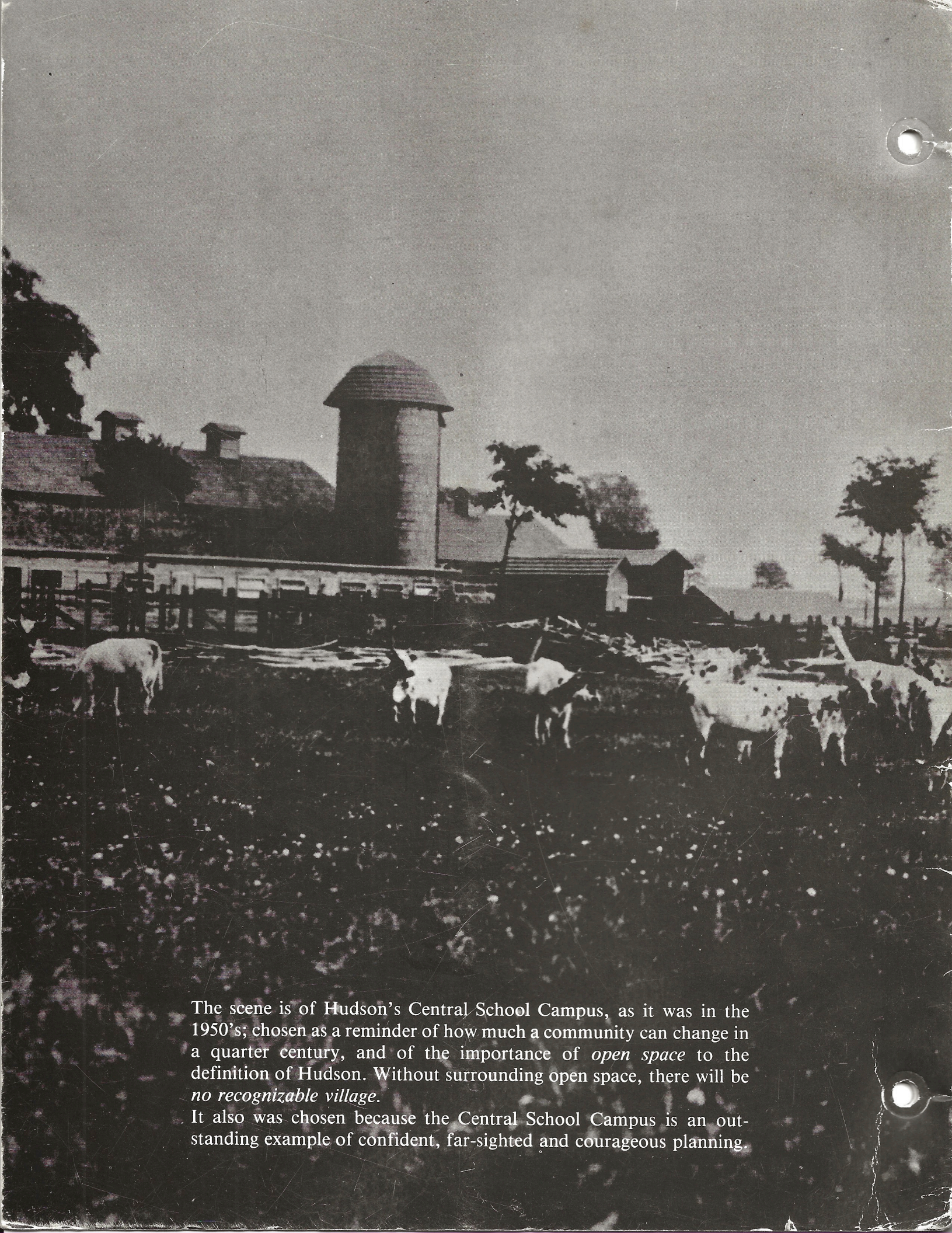
## STREET CONST. MAINT. & REPAIR FUND

Acct. No.	Account Title	Actual 1974	Actual 1975	Actual 1976	Actual 1977	Estimate 1978
<u>REVENUE</u>						
331	License plates	\$17,280	\$29,230	\$46,766	\$44,333	\$40,000
332	Gasoline	32,937	33,901	65,624	42,225	40,700
333	Misc.	6,565	9,970	6,675	7,788	600
334	Transfers	73,622	80,640	-0-	55,185	-0-
336	Interest earned	<u>1,508</u>	<u>2,358</u>	<u>4,469</u>	<u>2,722</u>	<u>500</u>
	Total	\$131,912	\$156,099	\$123,535	\$152,254	\$ 81,800
<u>EXPENDITURES</u>						
3001	Supervision	\$ 5,391	\$ 4,950	\$ 3,941	\$ 5,080	\$ 5,300
3002	Wages	27,304	42,776	51,940	61,363	57,000
3021	Other	11,271	16,355	16,764	17,304	18,000
3022	Furn. & Equipment	500	460	140	83	100
3023	Equip. Reserve	5,626	13,666	13,666	13,665	13,670
3025	Legal Advertising	59	51	63	85	100
3026	P.E.R.S.	2,953	5,054	6,418	7,726	8,100
3027	Insurance	611	110	468	89	625
3028	Utilities	748	879	1,257	1,547	1,650
3029	Hospitalization	1,391	1,551	2,021	2,569	3,390
3030	County Aud. Deduct	1,128	550	996	1,497	1,600
3031	Contracts	47,845	36,350	21,613	68,310	-0-
3032	Chemicals	6,584	9,585	6,382	15,801	11,000
3090	Transfers	<u>6,833</u>	<u>-0-</u>	<u>204</u>	<u>-0-</u>	<u>-0-</u>
	Total	\$118,244	\$132,337	\$126,069	\$195,323	\$120,535









The scene is of Hudson's Central School Campus, as it was in the 1950's; chosen as a reminder of how much a community can change in a quarter century, and of the importance of *open space* to the definition of Hudson. Without surrounding open space, there will be *no recognizable village*.

It also was chosen because the Central School Campus is an outstanding example of confident, far-sighted and courageous planning