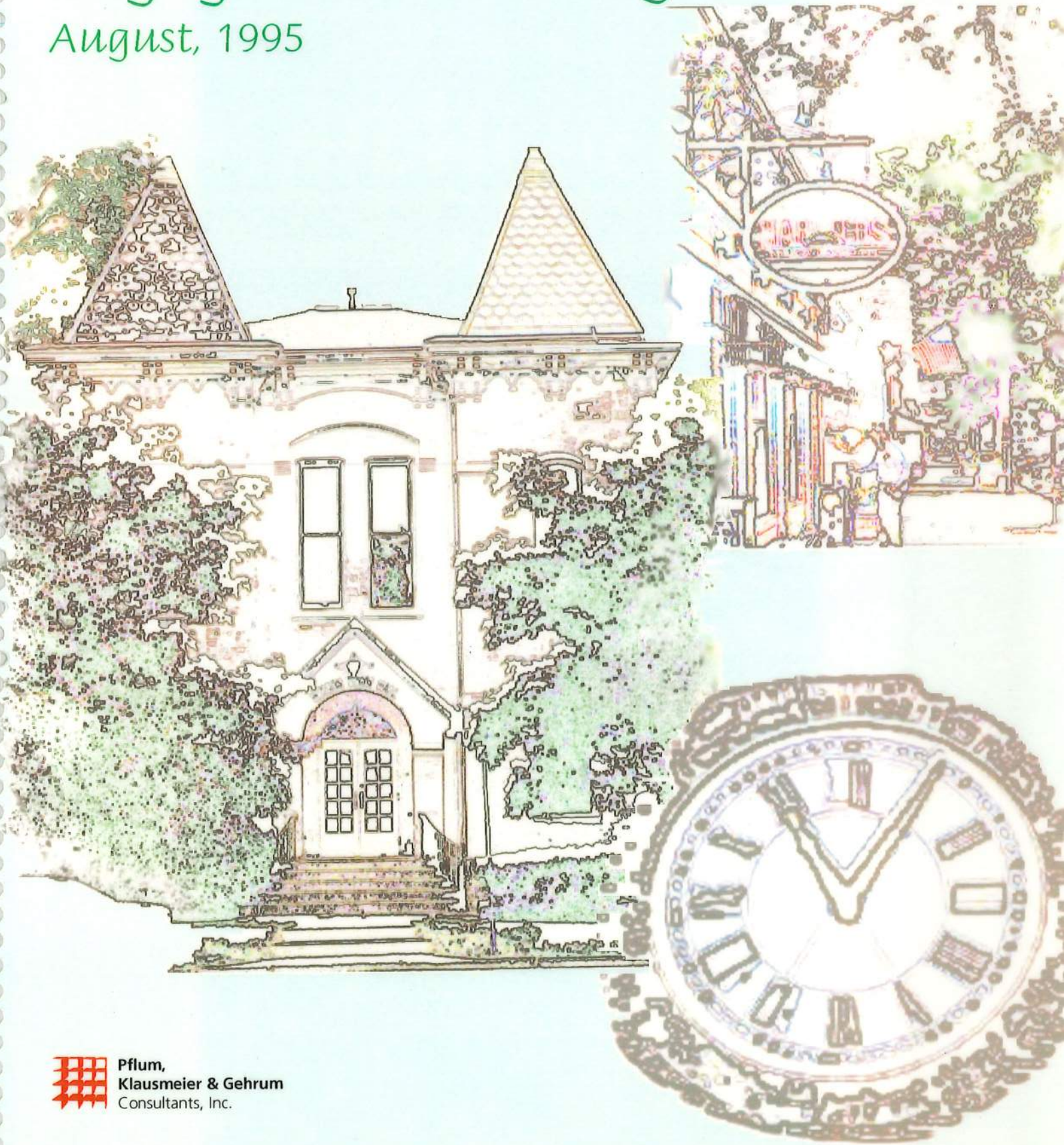


Comprehensive Plan

City of Hudson Village

August, 1995



Pflum,
Klausmeier & Gehrum
Consultants, Inc.

City of Hudson Village Comprehensive Plan

August 1995

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The Comprehensive Plan was prepared under the direction of the Hudson Comprehensive Plan Steering Committee. The members of the Steering Committee dedicated hours of volunteer time to research of planning issues, discussion of Hudson's future, meetings, and formulation of the policies for the Comprehensive Plan. The following Hudson citizens served on the Steering Committee and deserve much praise and appreciation of the community for developing a Plan that will guide Hudson well into the next century:

Regular Members

Richard Bashore, Chairperson

Prisilla Graham, Vice-chairperson

Charles Flagg

Toby Edinger

James McKay

Sandra Pickut

Charles Uray, Jr.

Tom Armbruster

Ex Officio Members

Fred Thaxton - Park Board

Christopher Clegg - Architectural & Historic Board

Margaret McClelland - Municipal Planning Commission

Eugene Stanks - Board of Zoning & Building Appeals

David McNiff - City Council

Jane Waterson - City Council

City of Hudson Village Comprehensive Plan

INTRODUCTION

The City of Hudson Village is a special place. Hudson is a place where one can find a mixture of a historically preserved New England style village and a high growth residential development market.

The combination of old village historical integrity and high growth presents the community with a wide spectrum of issues. These issues range from maintaining historic character to attracting new business to support the tax base and quality schools. A survey conducted in 1990 revealed that the rural/small town charm and the quality schools were the top responses to questions regarding reasons for moving to Hudson and the most appealing aspects of the community.

Until 1993, the City of Hudson Village operated as two separate jurisdictions - the City of Hudson Village and Hudson Township. In the fall of 1993, the citizens of the community voted in favor of merger and, on January 1, 1994, the City of Hudson Village was created.

The merger of the two jurisdictions required that previously separated administrative and legislative functions must be consolidated. Likewise, the need for a common vision for the community became apparent. This comprehensive plan is the vehicle to articulate this vision.

In addition to the difficulties associated with merger, the current pace of development is straining the community's ability to provide adequate public services and the amenities that are representative of the quality of Hudson life. In the last two decades, property tax revenues generated in Hudson have gone from sixty percent being provided by nonresidential development to residential providing 80 percent of the property tax revenue. The reasons for this shift can be attributed to rapid residential growth and slow overall growth in

employment, which is largely the result of the lack of infrastructure to serve nonresidential development.

The City has been unable to respond to both the residential and nonresidential sectors given the pace of residential growth. This Comprehensive Plan is the result of the City's understanding of the need for Hudson decision makers to have a guide that presents a predictable and manageable future for a consolidated Hudson Village. The Comprehensive Plan serves to focus attention on the future and the immediate action steps to be taken to move in desirable directions.

The intent of the Comprehensive Plan is to set predictable target levels that allow Hudson services, infrastructure and schools to be planned. Often decisions are made out of necessity and response to unpredictable growth spurts, resulting in the need for unplanned financial outlays. Through planning and appropriate regulatory mechanisms, much of this unpredictability can be removed.

The following passage is taken from the 1978 Village Plan and discusses the difficult choices that need to be made when deciding Hudson's future. This passage is still a relevant lesson today.

"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."

Hudson residents and the City Leadership face these same hard choices for guiding Hudson's future. The Comprehensive Plan provides a guide for addressing these choices.

PLANNING PROCESS

During the preliminary stages of the planning process, the City established a Comprehensive Plan Steering Committee to work with a consultant team to develop the Comprehensive Plan. The Steering Committee worked with a consultant team headed by Pflum, Klaumeier & Gehrum Consultants, Inc. (PKG) to prepare a plan that emphasizes Hudson's need for a growth management strategy. The consultant team also included: ACRT, Inc., specializing in environmental planning; Gould & Associates, concentrating on downtown issues; and Clarion Associates, providing expertise in growth management mechanisms and plan implementation.

A process was set up that involved two parallel tracks -- a public input process and a research and evaluation process. The public input process involved scheduled citizen participation, review and inquiry into the development of the Comprehensive Plan. The Steering Committee was made up of community leaders and ex officio members appointed by the City Council. The Steering Committee was the driving force behind the formation of the policies and recommendations of the Plan.

The Committee began by meeting on a monthly basis with the consultants. During these meetings PKG presented findings of research, requested guidance and presented issues that needed to be addressed by the City and the Steering Committee. Subsequent to the formation of the Committee, subcommittees were formed to address policy formation for specific topic areas and set up a weekly meeting schedule.

Early in the process, PKG conducted a series of personal interviews involving a diverse group of community leaders. The purpose of the interviews was to provide opinions, information and insights about the current and future issues in Hudson. These interviews revealed important issues early in the process and were a significant contribution to the formation of policy statements. All of the meetings of the Steering Committee were open to the public. Opportunities for questions and comments from the public were provided at the beginning and end of every regularly scheduled meeting.

The Steering Committee also held public meetings to gain input into the planning process and receive feedback from the people of Hudson. A special meeting was held to discuss issues related to the Downtown Historic Core. The policy statements developed by the Steering Committee were published in the Hudson HUB Times and an open public meeting was held to review the plan.

Parallel to the public input process, the consulting team conducted research and analysis of the existing conditions in Hudson. Population and housing data were collected and analyzed; land use surveys were conducted and mapped; growth management techniques were researched and summarized; and environmentally sensitive areas were identified and calculated.

The combination of the public input and direction provided by the Steering Committee and the research and analysis provided by professional consultants resulted in the policies and recommendations presented hereafter. This Plan represents hundreds of hours of dedicated volunteer effort by many Hudson residents and the commitment of the Hudson leadership.

The Steering Committee focused on the development of policy statements for Hudson's future. Four subcommittees were formed to develop long range goals, actions, and policies to guide Hudson. The subcommittees focused on four specific topic areas -- transportation, open space and recreation, the downtown core, and community facilities. The Steering Committee recognized these topics as major components that will determine the future structure of the community. The policy statements are the foundation for the Comprehensive Plan.

In addition, the Steering Committee established policy statements to guide the implementation of the Comprehensive Plan -- economic development policies and growth management policies. These policies outline a structure that will allow the City to move forward into the next century. The following statement represents the overall goal and underlying principle for the Comprehensive Plan:

OVERALL GOAL:

To create a comprehensive growth management plan that protects and enhances Hudson's unique historic character and promotes community vitality.

HUDSON YESTERDAY AND TODAY

Several existing conditions need to be documented in order to make future decisions. Collection and analysis of historical population, housing and building trends illustrate how Hudson has grown in the past and how it is growing today. Existing land use and environmental condition maps document Hudson today. These are important elements that allow the City to evaluate the effectiveness of current regulations. Together, this information provides a basis upon which to make projections about future growth trends and to analyze current development conditions.

Growth within the Hudson community has occurred at a high, steady rate since the 1950s. The combined population increases of the Village and the Township have been significant during the last twenty-five years. The community experienced a 50% increase in population between 1970 and 1980, and more than a 35% increase in population between 1980 and 1990. The 1990 population of the City of Hudson Village was estimated to be 5,159 and 11,969 for Hudson Township, for a combined total of 17,128. Based on the building activity that has occurred since 1990, it is estimated that the current 1995 population for the City of Hudson Village is 20,873. Chart 1 illustrates the historic population growth in the combined community of Hudson.

Along with population increases as reported in decennial census surveys, another indicator of the growth rate in Hudson is the number of residential zoning certificates issued. The Hudson community has issued a steady stream of residential permits during each of the last five years. In 1993, 359 permits were issued, a large number resulting from anticipation of potential difficulty of receiving permits following the merger. This perception was largely unfounded, and in 1994 a correction took place as the City issued an estimated 130 residential permits. Chart 2 illustrates the historical residential zoning permit activity.

As Charts 1 and 2 indicate, Hudson is a community experiencing high levels of residential growth. Because of this high growth rate, it is important to determine the location and the amount of land with development potential in the City. This allows the City to establish a system that provides predictable growth patterns that are within the City's ability to provide service and are in keeping with the character of Hudson Village.

Land Use Analysis

Existing land use is a critical documentation element in the development of a growth management strategy. Existing land use provides a snapshot of how the land in the City of Hudson Village is currently being used. The existing land use helps to identify areas within the City that have future development potential and areas where incompatible land uses exist. Combining the land use map with environmentally sensitive areas allows the City to identify where potential problem areas are located.

First, an existing land use survey was conducted using a digital computer map of the City. This involved determination of the use of each parcel of land in the City using field checks, aerial photographs and land use maps from previous studies. Each parcel is categorized into one of the following classifications: Single Family Residential, Multifamily Residential (including two-family houses, attached units, condominiums and apartments), Commercial, Industrial, Public and Quasi Public-Institutional, or Recreational and Designated Open Space (including public and private uses).

Parcels that are currently undeveloped do not have a land use designation and are considered as potential development areas. In several instances large parcels of land are occupied by single residences. This type of configuration is designated by a single dot representing the house within the parcel. These areas are considered to have the potential to be subdivided in the future and subsequently developed at a greater intensity. Map 1 illustrates the generalized existing land use for Hudson.

The next step needed to evaluate the growth rate appropriate for Hudson is to determine those areas that have the potential to be developed or redeveloped in the future. These areas were determined by identifying undeveloped land and large parcels with potential for subdivision using the existing land use map.

Once identified from the existing land use map, undeveloped land areas were grouped with adjacent undeveloped land areas that have the same existing zoning classification to form Potential Development Areas (PDA). Each PDA is numbered and the area measured in acres. Map 2 illustrates the locations of Potential Development Areas.

The PDAs have been divided into two categories - residential and non-residential. Table 1 identifies PDAs that are currently within residential zoning districts. Table 2 identifies PDAs that are currently

Chart 1
Combined Historic Population Growth

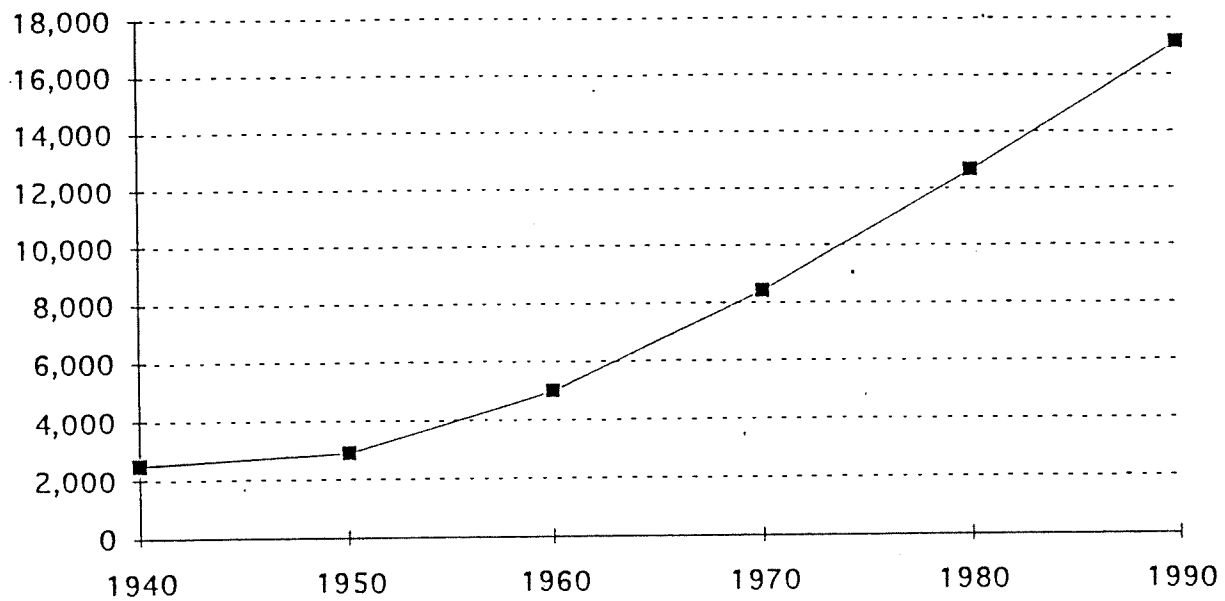
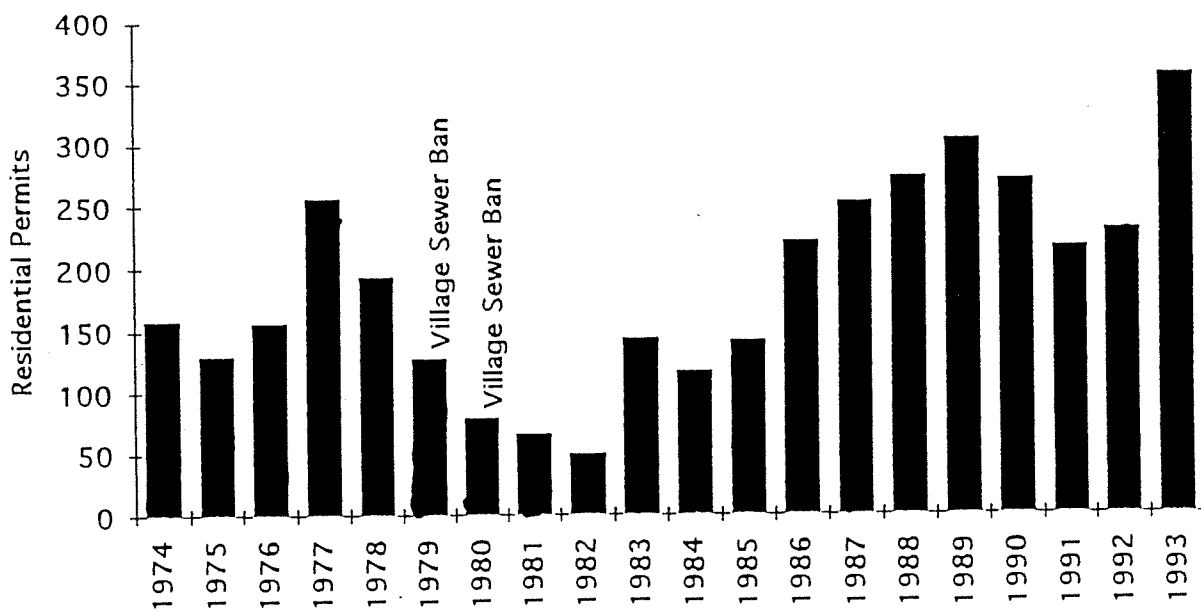
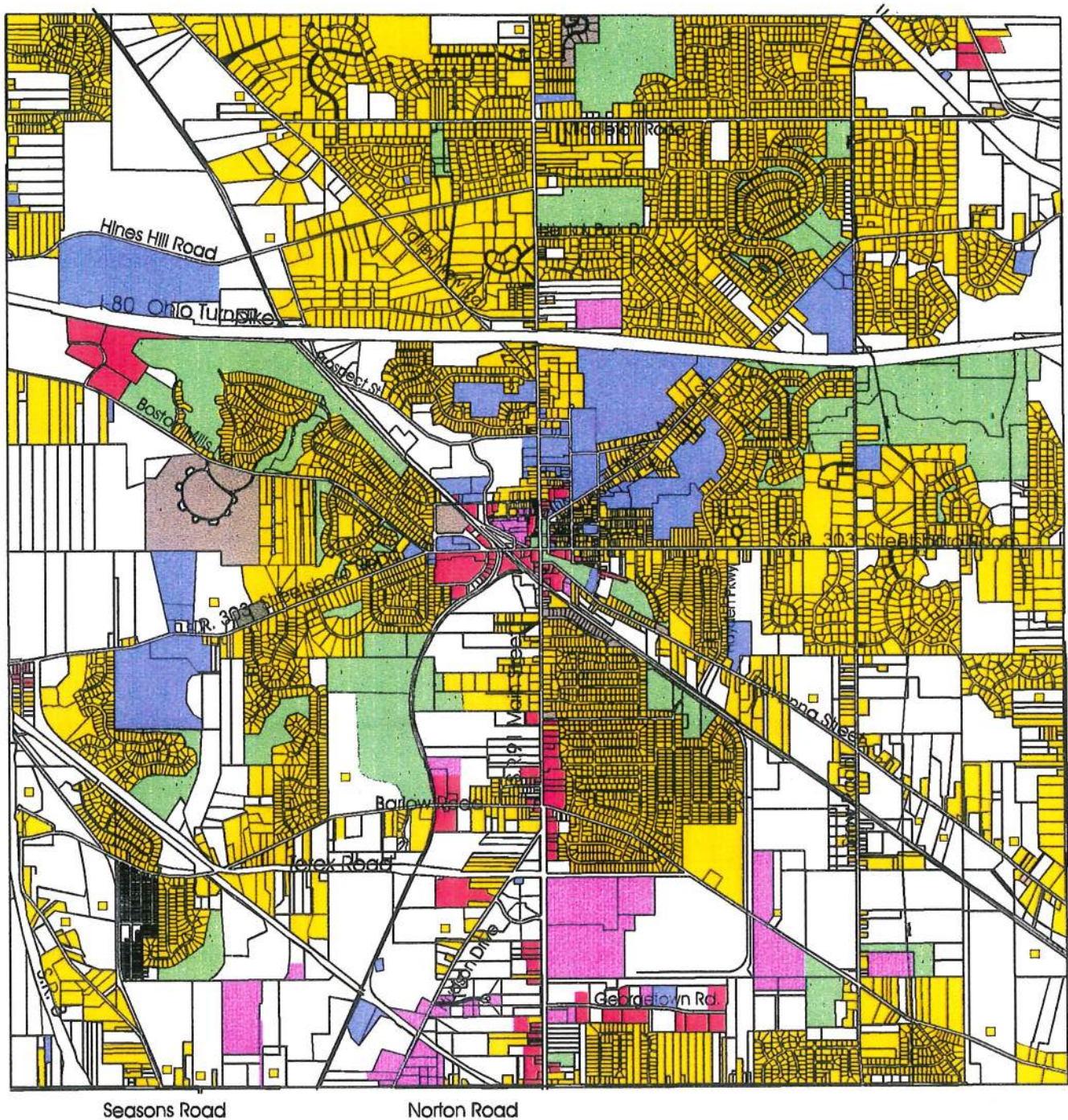


Chart 2
Combined Residential Permits





Existing Land Use


- | | |
|--|---|
| Single Family Residential | Public/Semi-Public |
| Commercial | Multifamily Residential |
| Parks and Open Spaces | Industrial |

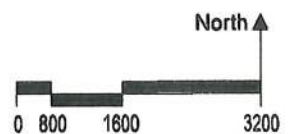
MAP 1

City of Hudson Village Comprehensive Plan

Hudson Village, Ohio

August, 1995

 Pfum,
Klausmeyer & Gehrung
Consultants





Potential Development Areas

MAP 2

Table 1.

RESIDENTIAL LAND USE ANALYSIS									
Potential Development Areas	BUILDOUT PROJECTION					HOLDING CAPACITY PROJECTION			
	PDA Size	Existing Zoning Districts	Existing Minimum Lot Area	Buildable Units	Potential Population	Constrained Land Area	Developable Land Area	Buildable Units	Potential Population
1	31.8 Ac	RR	2.5 Ac	10	31	0 Ac	31.8 Ac	10	31
2	368.1 Ac	RR	2.5 Ac	144	446	42.5 Ac	325.6 Ac	130	403
3	224.2 Ac	RR	2.5 Ac	74	229	66.8 Ac	157.4 Ac	52	161
4	167.9 Ac	RR	2.5 Ac	55	171	4.7 Ac	163.2 Ac	54	167
5	43.8 Ac	RR	2.5 Ac	14	43	0 Ac	43.8 Ac	14	43
6	18.7 Ac	RR	2.5 Ac	6	19	0 Ac	18.7 Ac	6	19
7	14.4 Ac	RR	2.5 Ac	5	16	0 Ac	14.4 Ac	5	16
8	22.8 Ac	RR	2.5 Ac	7	22	0 Ac	22.8 Ac	7	22
9	28.1 Ac	RR	2.5 Ac	9	28	4.8 Ac	23.3 Ac	8	25
10	6.7 Ac	RR	2.5 Ac	2	6	1.6 Ac	5.1 Ac	2	6
11	14.6 Ac	RR	2.5 Ac	5	16	3.6 Ac	11 Ac	4	12
12	56 Ac	T*R-1	30,000	67	208	0 Ac	56 Ac	67	208
13	11 Ac	T*R-1	30,000	13	40	0.8 Ac	10.2 Ac	12	37
14	11 Ac	T*R-1	30,000	13	40	0.2 Ac	10.8 Ac	13	40
15	13.4 Ac	T*R-1	30,000	16	50	0 Ac	13.4 Ac	16	50
16	0 Ac	T*R-1	30,000	0	0	0 Ac	0 Ac	0	0
17	14.9 Ac	RR	2.5 Ac	5	16	0 Ac	14.9 Ac	5	16
18	53.4 Ac	T*R-1	30,000	64	198	0 Ac	53.4 Ac	64	198
19	18.3 Ac	T*R-1	30,000	22	68	0 Ac	18.3 Ac	22	68
20	7 Ac	T*B-1	0.25						
21	15.1 Ac	T*R-3	12,000	45	140	0.6 Ac	14.5 Ac	43	133
22	54 Ac	T*R-1	30,000	64	198	34.6 Ac	19.4 Ac	23	71
23	17.3 Ac	T*B-1	0.25						
24	93.2 Ac	T*R-1	30,000	111	344	5.6 Ac	87.6 Ac	104	322
25	117 Ac	RR	2.5 Ac	38	118	28.8 Ac	88.2 Ac	29	90
27	320.1 Ac	T*R-2	20,000	572	1773	135.4 Ac	184.7 Ac	330	1023
28	31.5 Ac	T*R-3	12,000	94	291	15.8 Ac	15.7 Ac	47	146
30	21.9 Ac	T*ORC	0.00						
31	10.4 Ac	T*R-2	20,000	19	59	9.1 Ac	1.3 Ac	2	6
32	45.9 Ac	V*R-1	17,000	47	146	2.1 Ac	43.8 Ac	47	146
33	70.8 Ac	T*R-1	30,000	84	260	19.2 Ac	51.6 Ac	61	189
34	138.8 Ac	T*R-2	20,000	248	769	94.4 Ac	44.4 Ac	79	245
35	15.6 Ac	V*PUD	17,000	33	102	0 Ac	15.6 Ac	33	102
36	20.5 Ac	T*R-1	30,000	24	74	0 Ac	20.5 Ac	24	74
37	23.5 Ac	V*R-1	17,000	49	152	0 Ac	23.5 Ac	49	152
38	19 Ac	T*R-1	30,000	23	71	3.2 Ac	15.8 Ac	19	59
39	15.2 Ac	V*R-1	17,000	32	99	2.9 Ac	12.3 Ac	26	81
40	53.7 Ac	V*R-1	17,000	145	450	2.2 Ac	51.5 Ac	141	437
41	0 Ac	V*R-1	17,000	0	0	0 Ac	0 Ac	0	0
42	3.9 Ac	V*R-1A	30,000	5	16	0 Ac	3.9 Ac	5	16
43	1.6 Ac	V*R-3	3,200	18	56	0 Ac	1.6 Ac	18	56
44	22.1 Ac	V*R-1	17,000	46	143	0 Ac	22.1 Ac	46	143
45	6 Ac	V*R-2	10,000	21	65	0 Ac	6 Ac	21	65
46	17.2 Ac	V*R-1A	30,000	20	62	0 Ac	17.2 Ac	20	62
47	65.9 Ac	V*R-1	17,000	138	428	0 Ac	65.9 Ac	138	428
48	10.5 Ac	V*R-1A	30,000	0	0	0 Ac	10.5 Ac	0	0
49	82.1 Ac	T*R-2	20,000	147	456	2 Ac	80.1 Ac	143	443

Table 1 (cont.)

RESIDENTIAL LAND USE ANALYSIS									
Potential Development Areas	BUILDOUT PROJECTION					HOLDING CAPACITY PROJECTION			
	PDA Size	Existing Zoning Districts	Existing Minimum Lot Area	Buildable Units	Potential Population	Constrained Land Area	Developable Land Area	Buildable Units	Potential Population
51	4.7 Ac	V*R-1	17,000	10	31	0 Ac	4.7 Ac	10	31
52	20.9 Ac	V*R-2	10,000	75	233	0 Ac	20.9 Ac	75	233
53	51 Ac	T*R-1	30,000	61	189	0 Ac	51 Ac	61	189
54	39.7 Ac	RR	2.5 Ac	13	40	0 Ac	39.7 Ac	13	40
55	30 Ac	RR	2.5 Ac	10	31	0 Ac	30 Ac	10	31
56	171 Ac	RR	2.5 Ac	56	174	22.9 Ac	148.1 Ac	49	152
57	61.2 Ac	T*R-1	30,000	73	226	0 Ac	61.2 Ac	73	226
58	18.6 Ac	T*R-1	30,000	22	68	8.2 Ac	10.4 Ac	12	37
59	28.3 Ac	T*R-1	30,000	34	105	2.7 Ac	25.6 Ac	30	93
60	29.3 Ac	T*R-1	30,000	35	109	8.7 Ac	20.6 Ac	25	78
61	85.6 Ac	T*R-1	30,000	102	316	15 Ac	70.6 Ac	84	260
62	17.7 Ac	T*R-1	30,000	21	65	0 Ac	17.7 Ac	21	65
63	66.3 Ac	RR	2.5 Ac	22	68	13.8 Ac	52.5 Ac	17	53
64	112 Ac	RR	2.5 Ac	37	115	8.2 Ac	103.8 Ac	34	105
65	21.9 Ac	RR	2.5 Ac	7	22	2.4 Ac	19.5 Ac	6	19
66	24.6 Ac	T*R-2	20,000	24	74	0 Ac	24.6 Ac	24	74
67	39.8 Ac	T*R-2	20,000	71	220	0 Ac	39.8 Ac	71	220
68	123.7 Ac	T*R-2	20,000	221	685	2.3 Ac	121.4 Ac	217	673
69	8.5 Ac	T*R-2	20,000	15	47	1.3 Ac	7.2 Ac	13	40
70	8.7 Ac	T*R-2	20,000	16	50	1.2 Ac	7.5 Ac	13	40
71	71 Ac	T*R-2	20,000	127	394	9.8 Ac	61.2 Ac	109	338
72	35.1 Ac	T*R-2	20,000	63	195	1 Ac	34.1 Ac	61	189
73	11.7 Ac	T*R-2	20,000	21	65	0 Ac	11.7 Ac	21	65
74	55.5 Ac	T*R-2	20,000	99	307	4.7 Ac	50.8 Ac	91	282
75	111.9 Ac	T*R-2	20,000	200	620	69.7 Ac	42.2 Ac	75	233
77	69 Ac	T*R-2	20,000	123	381	33.4 Ac	35.6 Ac	64	198
78	23.2 Ac	T*R-2	20,000	41	127	2.7 Ac	20.5 Ac	37	115
79	33.9 Ac	T*R-3	12,000	101	313	4.9 Ac	29 Ac	86	267
80	55.7 Ac	RR	2.5 Ac	18	56	7 Ac	48.7 Ac	16	50
81	100.1 Ac	T*R-2	20,000	179	555	8.9 Ac	91.2 Ac	163	505
85	39 Ac	T*R-2	20,000	70	217	0 Ac	39 Ac	70	217
88	46.2 Ac	T*R-2	20,000	83	257	11.5 Ac	34.7 Ac	62	192
98	10.2 Ac	T*R-2	20,000	18	56	0 Ac	10.2 Ac	18	56
103	59 Ac	T*R-2	20,000	88	273	0.4 Ac	58.6 Ac	88	273
105	52.1 Ac	T*R-2	20,000	93	288	0 Ac	52.1 Ac	93	288
107	15.4 Ac	T*R-2	20,000	28	87	1.6 Ac	13.8 Ac	25	78
108	6 Ac	T*R-2	20,000	11	34	0 Ac	6 Ac	11	34
109	10.2 Ac	T*R-2	20,000	18	56	0 Ac	10.2 Ac	18	56
110	314.7 Ac	T*R-2	20,000	562	1742	39.2 Ac	275.5 Ac	492	1525
111	10.2 Ac	T*R-2	20,000	18	56	0 Ac	10.2 Ac	18	56
112	90.3 Ac	T*ORC/R-2	20,000	161	499	0 Ac	90.3 Ac	161	499
TOTAL:	4602.8 Ac			5,601	17,365	762.4 Ac	3794.2 Ac	4,576	14,186
Resulting City of Hudson Village Population:					38,238				35,059
NOTES:									
Constrained Land Area calculations represent floodplains, wetlands, ponds and streambank setbacks.									
Current population estimate 20,873 to reflect recent residential activity.									

Table 2

NON-RESIDENTIAL LAND USES									
Potential Development Areas	BUILDOUT PROJECTION					HOLDING CAPACITY PROJECTION			
	PDA Size	Existing Zoning Districts	Floor Area Ratio	Building Square Footage	New Jobs Created	Constrained Land Area	Developable Land Area	Building Square Footage	New Jobs Created
20	7 Ac	T*B-1	0.25	62,509	69	0 Ac	7 Ac	62,509	69
23	17.3 Ac	T*B-1	0.25	154,486	170	6.8 Ac	10.5 Ac	93,763	103
26	63.9 Ac	V*B-4	0.25	570,614	626	15.9 Ac	48 Ac	428,630	470
27	320.1 Ac	T*R-2	20,000	572	1772	135.4 Ac	184.7 Ac	330	1023
28	31.5 Ac	T*R-3	12,000	94	291	15.8 Ac	15.7 Ac	47	145
29	68 Ac	T*B-6	0.25	607,226	666	8 Ac	60 Ac	535,788	588
30	21.9 Ac	T*ORC	0.00	0		21.9 Ac	0 Ac	0	0
50	6.5 Ac	T*B-1	0.25	58,044	64	0 Ac	6.5 Ac	58,044	64
71	71 Ac	T*R-2	20,000			9.8 Ac	61.2 Ac		
72	35.1 Ac	T*R-2	20,000			1 Ac	34.1 Ac		
75	111.9 Ac	T*R-2	20,000			69.7 Ac	42.2 Ac		
76	16.2 Ac	T*M-1	0.40	231,460	254	0 Ac	16.2 Ac	231,460	254
81	100.1 Ac	T*R-2	20,000			8.9 Ac	91.2 Ac		
82	124.7 Ac	T*M-1	0.40	1,781,674	1,958	26.5 Ac	98.2 Ac	1,403,050	1,542
83	46 Ac	T*M-1	0.40	657,233	722	25.6 Ac	20.4 Ac	291,469	320
84	58 Ac	T*M-1	0.40	828,685	911	10.8 Ac	47.2 Ac	674,378	741
85	39 Ac	T*R-2	20,000	70	216	0 Ac	39 Ac	70	216
86	0 Ac	T*B-4	0.25	0	0	0 Ac	0 Ac	0	0
87	4.8 Ac	T*E-R	0.40	68,581	75	0 Ac	4.8 Ac	68,581	75
89	5 Ac	T*B-1	0.25	44,649	49	0 Ac	5 Ac	44,649	49
88	46.2 Ac	T*R-2	20,000			11.5 Ac	34.7 Ac		
90	5.2 Ac	T*M-1	0.40	74,296	82	0 Ac	5.2 Ac	74,296	82
91	21.1 Ac	T*B-4	0.25	188,419	207	0 Ac	21.1 Ac	188,419	207
92	19.3 Ac	T*B-4	0.25	172,345	189	0 Ac	19.3 Ac	172,345	189
93	41.8 Ac	T*M-1	0.40	597,225	656	0 Ac	41.8 Ac	597,225	656
94	16.5 Ac	T*B-1	0.25	147,342	162	0 Ac	16.5 Ac	147,342	162
95	7.8 Ac	T*M-1	0.40	111,444	122	6.8 Ac	1 Ac	14,288	16
96	55 Ac	T*M-1	0.40	785,822	864	2.9 Ac	52.1 Ac	744,388	818
97	4.1 Ac	T*B-1	0.25	36,612	40	0 Ac	4.1 Ac	36,612	40
98	10.2 Ac	T*R-2	20,000			0 Ac	10.2 Ac		
99	6.1 Ac	T*B-1	0.25	54,472	60	0 Ac	6.1 Ac	54,472	60
100	11.1 Ac	T*M-1	0.40	158,593	174	0 Ac	11.1 Ac	158,593	174
101	50 Ac	T*M-1	0.40	714,384	785	1 Ac	49 Ac	700,096	769
102	188.8 Ac	T*M-1	0.40	2,697,514	2,964	2 Ac	186.8 Ac	2,668,939	2,933
104	232 Ac	T*M-1	0.40	3,314,742	3,642	26.6 Ac	205.4 Ac	2,934,689	3,225
106	29.3 Ac	T*M-1	0.40	418,629	460	0 Ac	29.3 Ac	418,629	460
TOTAL:	1778.3 Ac			14,537,735	18,250	306 Ac	1485.6 Ac	12,803,101	15,449
New jobs created by future development are projected using an average estimate of 9.8 jobs per acre for .25 FAR,									
11.8 jobs for .30 FAR, and 15.7 jobs for .40 FAR.									

within non-residential districts - business or industrial zones. Both tables indicate the current zoning district and land area for each PDA. Using the land area calculation for each residential PDA, it is possible to determine the amount of housing units that can be developed in the City under existing zoning. This is referred to as ultimate buildout. The results of the buildout calculations are shown in Table 1.

Buildout is determined by multiplying the land area for each PDA by the minimum lot area requirement for the existing zoning district. In an effort to accurately portray development scenarios, the total land area of each PDA is reduced to account for construction of roads, dedication of right-of-way, and public easements. Utilizing the buildout calculation, it was determined that if no changes are made to the controls on residential development, the City of Hudson Village could expect an additional 5,600 housing units based on existing zoning and the amount of potential developable land in the City.

By knowing the estimated number of buildable units for each PDA, the potential population that would be generated by buildout of the undeveloped areas can be estimated by multiplying the buildable housing units by the average number of persons per household in the City of Hudson. It is estimated that the average persons per household for new units in the future will be approximately 3.1 persons, using available U. S. Census data and projections provided by the Hudson School Board. Based upon an additional 5,600 dwelling units, an additional 17,000 - 18,000 residents allowing for a total Hudson Village population of 38,000 - 39,000 would occur at full buildout under existing zoning.

Holding Capacity Projection

The calculation of buildout demonstrates what the potential population of the City of Hudson Village would be under existing zoning. Under this scenario, buildout would result in a nearly twofold increase in the City's population. Such a population increase would be detrimental to the small town village character that so many residents identify as the most appealing feature of the community. It would place unacceptable strains on roads, schools, and other community services. It would be undesirable for all the undeveloped PDAs to experience full buildout purely on the basis of the significant amount of population increases that would be the result.

In addition, it would be undesirable for all the PDAs to experience full buildout because there are a number of natural feature considerations that need to be considered and subsequently protected. A significant

amount of remaining development areas in Hudson possess environmentally sensitive areas. Environmentally sensitive areas should be protected from development not only for their ecological value but also because of the important roles that these elements play in performing drainage and water supply functions.

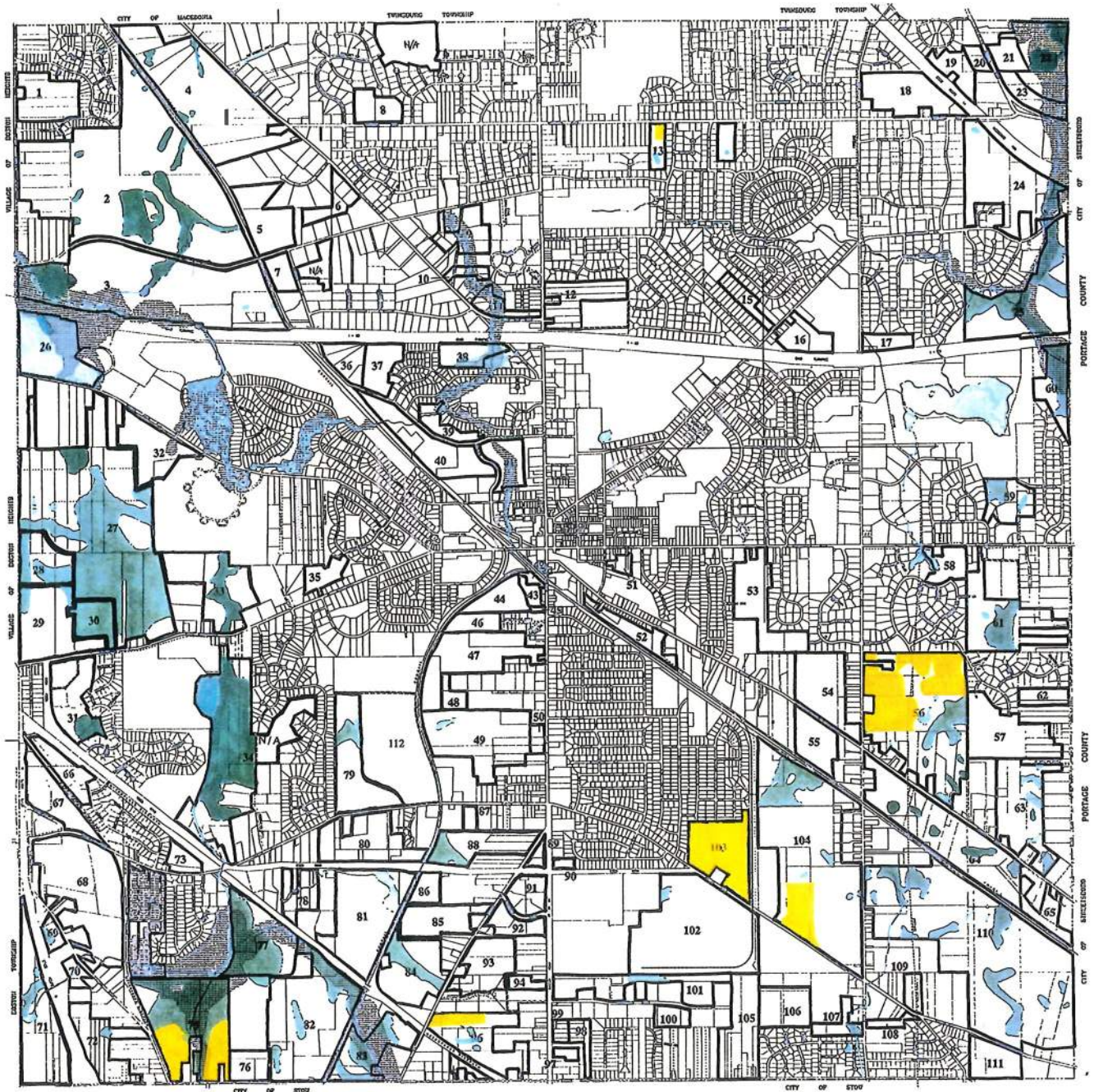
In the first comprehensive plan developed for the Hudson area in the 1960s, large tracts of land were identified as not suitable for development due to the occurrence of wetlands, poor soil structure and drainage, and potential flooding. Despite this early identification, much of this land was subsequently developed causing substantial stormwater management problems. This situation makes the preservation of the remaining wetlands and streambank areas in an undeveloped state all the more critical.

These natural features conditions include, but are not limited to, potential wetland areas, floodplains, streams and waterways, ponds, and areas of unstable soils or severe slopes. Areas that represent natural habitats, historic attributes, and scenic amenities are also considered to be valuable assets to the City and desirable for preservation. Map 3 illustrates the locations of environmentally sensitive areas within identified potential development areas.

The holding capacity section of Table 1 contains a category identifying "Constrained Land Area". Constrained land area represents the area within each PDA that contains natural features that are in the public interest to be protected. These areas also present a constraint to development.

Table 1 illustrates an estimate of the constrained land in each PDA. This estimate is based on data presented in the Hudson Township Soils and Wetlands Inventory of Undeveloped Areas adopted by the former Township, and an inventory conducted by ACRT, Inc. for undeveloped areas within the former Village that were excluded from the Township documentation. In addition to potential wetlands, the table also includes calculations for floodplain areas, stream corridor setbacks and other bodies of water.

The Holding Capacity section of Table 1 indicates Potential Buildable Units under existing zoning and the subsequent population projection if environmentally sensitive areas are protected from development. The environmental holding capacity for the City would allow for approximately 4,575 additional housing units. This could result in an additional 14,000-15,000 population for a total of 35,000-36,000 persons in Hudson.



Potential Development Areas

Potential Wetlands, Agricultural Areas, and Ponds

Floodplain Map

- Potential Wetlands
- Agricultural fields
- Ponds
- Floodplains
- Areas not Surveyed

CITY of HUDSON VILLAGE
SUMMIT COUNTY, OHIO
20 JUNE 1994

MAP 3

City of Hudson Village Comprehensive Plan

Hudson Village, Ohio

May, 1995

11

Pflum,
Hassmeyer & Gehrmann
Consultants

0 800 1600

North
320

A similar analysis of potential buildout and holding capacity has been conducted for non-residential land uses and is presented in Table 2. In order to estimate the potential business type development that could occur under existing zoning, a floor area ratio (FAR) is assigned according to the zoning district. The floor area ratio is a calculation of the amount of building floor area that can be constructed in relation to the area of the site. (For example an FAR of .5 means that one-half of a site can be utilized for building floor area. This calculation takes into account multiple stories). A projection of the potential number of jobs that could result from development under the assumed scenario is indicated in Table 2.

The holding capacity takes into account natural feature conditions on each nonresidential site and adjusts the potential development area for each PDA accordingly. The same method and features that were used for the residential analysis were utilized for the non-residential areas.

The buildout projections illustrate the potential development levels in the City of Hudson Village under existing zoning conditions. The holding capacity illustrates the effect of protecting sensitive areas from development and the resulting impacts on the overall development potential of the City.

Growth Rate Projections

Predicting the amount and rate of growth that will occur in the future is a difficult undertaking. However, the historical trend of residential permit activity provides a basis for projecting a range of future growth rates and population. The historic residential permit activity for the last twenty years for the combined Hudson community was analyzed and is shown in Chart 2. From this analysis, three growth rates - low, medium, and high - were developed that are representative of both short and long term housing trends in Hudson. Beginning with an estimated 1995 base population of 20,873, yearly population estimates have been projected for each of the three growth rates.

The growth rates were derived from the historical residential zoning permit activity for the combined village and township. The low growth rate represents the twenty year annual average number of residential

permits issued in the combined Hudson community. The low growth rate was estimated to be 179 permits per year at 3.1 persons per household.

The medium growth rate represents the ten year annual average number of residential permits issued in the combined Hudson community. The medium growth rate was estimated to be 240 permits per year at 3.1 persons per household.

The high growth rate represents the five year annual average number of residential permits issued in the combined Hudson community. The high growth rate was estimated to be 276 permits per year at 3.1 persons per household. Chart 3 illustrates the range of growth rates on an annual basis.

The potential development area analysis illustrates that full buildout under existing zoning could result in approximately an additional 5,600 housing units with an additional population of approximately 17,365 persons. The addition of a new population of approximately 17,365 to the existing population of 20,873 would result in a buildout population of approximately 38,238 people.

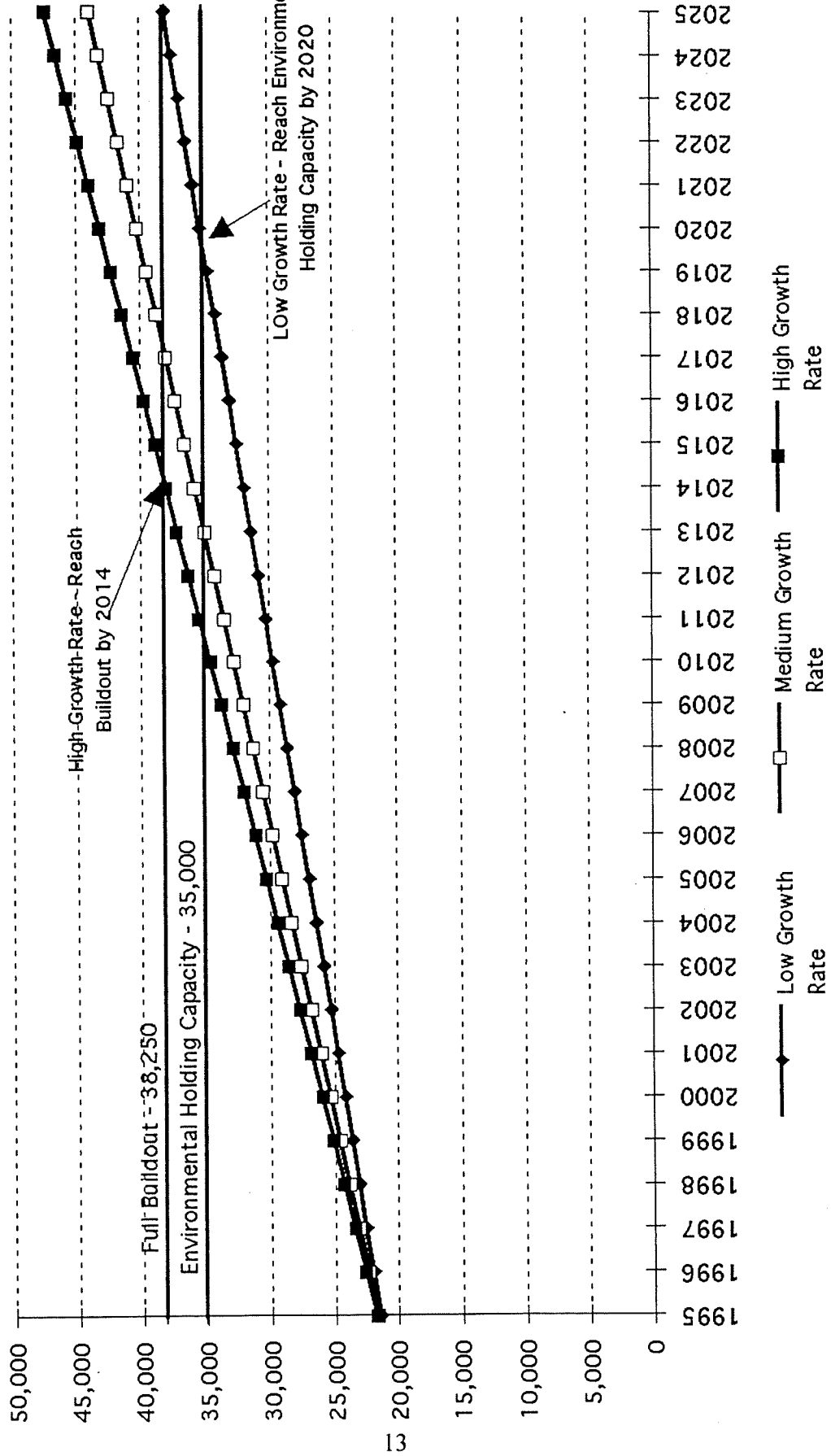
By graphing the full buildout population on the yearly growth rate chart, the timing of full buildout, without changes to zoning, can be identified for each growth rate. Full buildout would occur in 2014 with a high growth rate; in 2017 with a medium growth rate; and in 2025 with a low growth rate.

The environmental holding capacity for the City, arrived at by protecting environmentally sensitive areas from development, is approximately 4,575 additional housing units allowing for an additional population of approximately 14,185 persons. The environmental holding capacity would then be a population of approximately 35,055 people.

The environmental holding capacity population has also been graphed on the yearly growth rate chart. The timing that the City will reach its environmental holding capacity varies based on the different growth rates. The City will reach a population of 35,055 with a high growth rate by 2010; with a medium growth rate by 2012; and with a low growth rate by 2019.

Chart 3

Yearly Growth Rate Projections



SETTING HUDSON'S FUTURE

Hudson's future is uncertain. The community is at a crossroads and must choose a path for the future. The buildout and holding capacity analysis indicate that an additional 4,575 to 5,600 housing units could be built in Hudson. This would result in between 14,000 and 18,000 persons beyond the approximately 21,000 residents already living in Hudson. Hudson could become a city of 38,000 people based on existing zoning. Given the rate of development, Hudson could reach this population level in 20 to 30 years.

Increased population requires increased public services and schools. New services and schools represent substantial added costs; costs that will be paid by both new and existing residents. Currently, City revenues are generated from several sources with income taxes being the largest single source. The schools are almost solely dependent on property taxes. Almost 80 % of the property tax revenue is derived from residential uses. Property tax revenues that are generated by residential uses are extremely high and are limiting other service that currently rely on property taxes; namely the school district. Future buildout under existing zoning would result in a continued dependence on residential uses to support needed public services and schools. Although the buildout analysis indicates a large amount of nonresidential development could occur, the existing residential zoning would continue to result in a growing dependence on residential uses for funding sources.

Residents have stated, however, that they want to see Hudson evolve differently than the picture the buildout analysis, and even the holding capacity, paints of Hudson's future. Hudson residents want to see a future that maintains the small town village character and high quality schools. They want to see a community that is not divided by numerous four lane highways. The residents prefer to see a balanced tax base where nonresidential development provides a greater share of public funding. Hudson residents have spoken that open space and preservation of environmentally sensitive areas are important to the community.

Hudson residents have stated that preserving buildings in the downtown core, and maintaining the core as a retail center are important to maintaining the identity that makes Hudson special. Hudson residents desire to limit the impact that future traffic has on the community. They want to maintain the quality of public services. Hudson wants to establish some predictability for its future. Hudson wants to ensure that the City is a special place.

Thus, Hudson needs a growth management strategy. A growth management strategy will provide the City with definition and guidance for how to ensure a future that maintains, and even improves, the quality of life that has attracted residents to Hudson. A growth management strategy identifies what a community should become as well as how it should get there.

Analysis of population and housing growth potential together with the environmental and cultural elements that make Hudson unique all indicate the need for a growth management strategy. At the current rate of development, the City of Hudson could reach a population of 38,000 (a 17,000 person increase) in 20 years. City services and the school system have been unable to keep pace with the rapid development. Despite the recent construction of a new High School, the school system is currently over capacity at the middle school and early education levels. There are several community facility planning efforts currently under way which demonstrate the strain that the community is feeling while trying to keep pace with the residential growth. (These community facility planning efforts are described further in later sections.) It is becoming increasingly difficult to fund improvements with the rate of new residential development. Hudson must make the difficult choices to outline a path to the future that maintains the vision of its residents and community vitality. A growth management strategy can help to extend the Community's vision.

There are four basic elements of development that a growth management strategy must address: location, amount, rate/timing, and quality of development. The manner in which a community addresses each of these elements plays an important role in defining how a community's appearance and development patterns occur. A strategy that recognizes the function of each of these elements and coordinates them into a cohesive regulatory system is more likely to be able to address all of the needs of a growing community like Hudson. The role that each of the four elements plays in a growth management strategy are described below:

- Location**--Where should development take place? Should it be targeted to already developed areas where infrastructure is available or land adjacent to built up areas? Should it be allowed on scattered sites throughout the jurisdiction? Traditional zoning addresses the issue of location and type of various uses, but more sophisticated growth management systems go further, often restricting development to occur within defined boundaries.

- Amount**--Traditional zoning addresses how densely any particular parcel may be developed. Growth man-

agement systems go beyond this, setting population targets for a community and/or establishing open space development zoning for preservation of rural and scenic areas.

•**Rate/Timing**--Communities are beginning to set goals for the pace at which growth should occur. A growing number of communities have adopted systems that allow development to occur only if adequate public facilities such as schools and roads are available and have proper capacity. Others have restricted the number of development permits issued annually so that the local government has time to financially deal with infrastructure and other impacts of growth.

•**Quality**--Many communities have realized that simply addressing the location, amount, and timing of growth may not be enough to guarantee that they will retain their distinctive character. Also, such restrictions do not ensure that development will be sensitive to environmental and cultural resources. An increasing number of communities are enacting regulations to promote quality development whose environmental impact is mitigated to the maximum extent feasible.

The location, amount, timing and quality of development are all aspects of growth that are important to Hudson residents and City leaders. Hudson already regulates some of these aspects. For example, the Municipal Planning Commission currently reviews the quality of proposed development through a site plan review process. Also, the City's Architectural and Historic Review Board reviews the quality of the design of new construction. These efforts have been very effective.

However, the planning process has determined that additional mechanisms should be established to strengthen the City's current regulations. The role of the Comprehensive Plan is to provide a long range guide for the community. As such, the Comprehensive Plan provides a general framework for growth management regulations and identifies the structure necessary to achieve implementation. It is this framework that will be *Setting Hudson's Future*.

LAND USE CONCEPT PLAN

The first layer of the growth management strategy for Hudson is the Land Use Concept Plan. The Land Use Concept Plan outlines the existing community characteristics, recommended illustrative land use types and design considerations for designated geographic areas in Hudson. The Land Use Concept Plan is the underlying illustration of the City's Policy to protect and enhance Hudson's unique historic character and promote community vitality.

The Land Use Concept Plan addresses two elements of the growth management strategy -- location and quality. The Comprehensive Plan Steering Committee developed policy statements for the location and quality of land use with the City of Hudson Village.

Land Use Policy Statements

Land Use Quality

- (1) Develop an ecological quality index ordinance to protect wetlands, stream corridors, vegetation, wildlife habitat, etc.
- (2) Protect and improve key entryways into the community through design controls and similar tools.
- (3) Inventory and protect historic sites.
- (4) Bring the site plan review process and criteria into conformance with open space and environmental preservation objectives of the Comprehensive Plan.
- (5) Cluster new development to protect significant areas of open space.

Land Use Location

- (1) Explore a program of public open space acquisition to be financed by new sources of revenue (e.g., transfer taxes, sales tax increments, tax increment financing, impact fees, bond issues, etc.). Prepare a plan upon which to base land protection and acquisition policies and criteria.
- (2) Encourage and work closely with the Hudson Land Conservancy and Hudson Park Board to implement city open space policies.
- (3) Pursue development of existing commercial and industrial areas.
- (4) Encourage residential development in targeted infill areas or areas contiguous to existing infrastructure service districts.

- (5) Identify critical environmental areas such as wetlands, stream banks, tree canopy cover, riparian corridors and place off limits to development.

The City of Hudson Village is made up of a variety of neighborhoods and districts that have differing characteristics. There is also a certain amount of consistency and similarity between certain areas within Hudson.

The character of a neighborhood or district is determined by a number of factors: existing development, location within the City, amount of undeveloped land, types of uses and appearance of the area. Nine community character areas have been identified. Some of the character areas represent a specific district in Hudson, while others are illustrative of general land use characteristics that are found in several locations in the City.

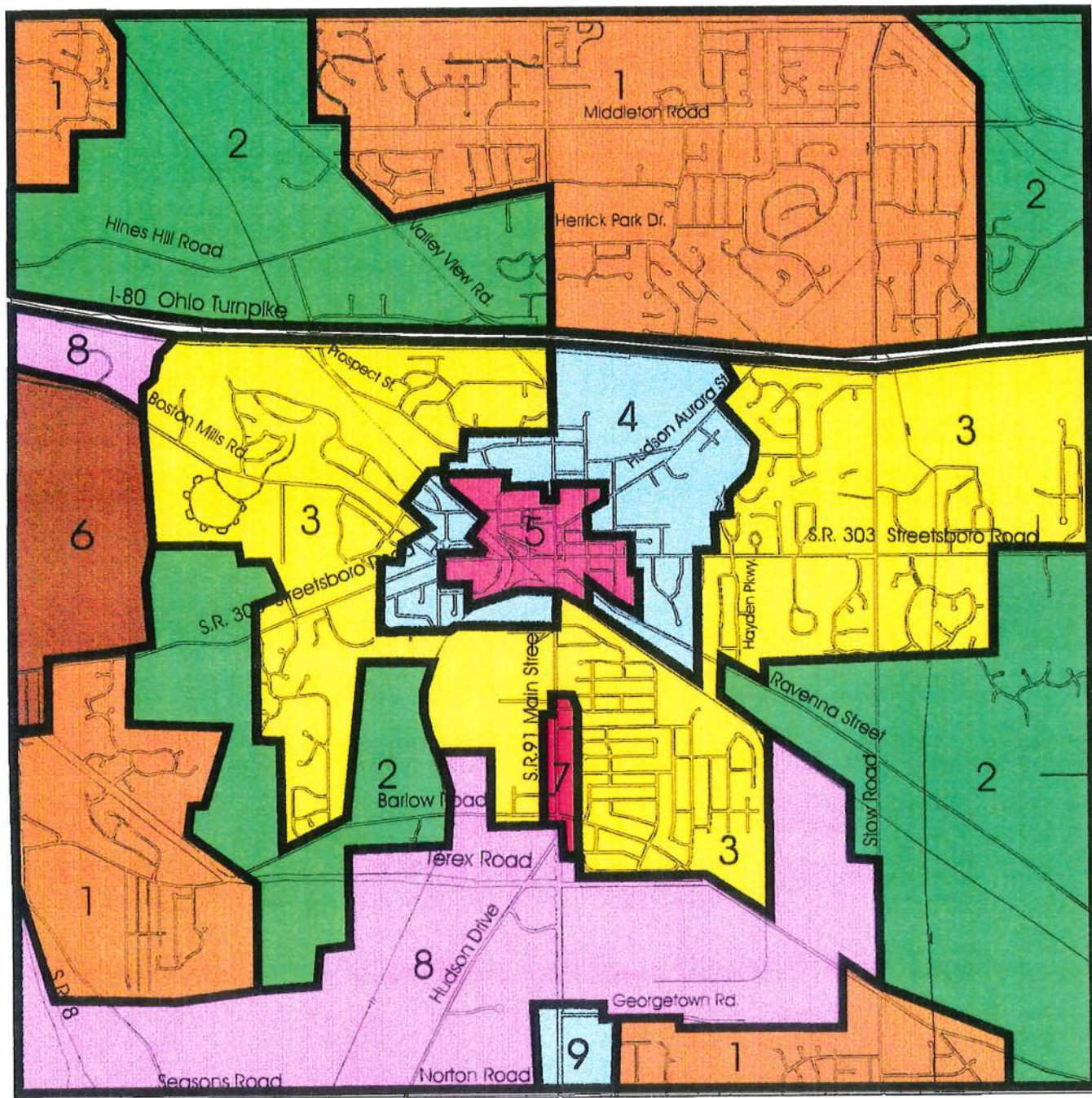
In addition to identifying existing character, each of the nine concept areas recommend land use types and design controls for future development. The future land use recommendations for each concept area illustrate the desired affect of policy statements established by the Steering Committee. The land use concepts recommend policies that enhance and preserve the vitality of the downtown core; protect the quality of existing neighborhoods; and outline standards for rural residential conservation development. The land use concepts also recommend a development pattern that will produce a more balanced tax base for the City. The geographic distribution of the Land Use Concepts is illustrated on Map 4. The recommended land use concepts for each community character is described below.

Geographic Land Use Concepts

1. Suburban Residential Neighborhood

Existing Community Characteristics

- Primarily single family detached residential subdivisions.
- Existing densities vary between ½ acre to 2½ acre lots.
- Primarily traditional subdivision designs with curvilinear street pattern and few open space dedications.
- Few Potential Development Areas.
- Few environmental constraints due to the developed nature of the area.
- Neighborhood more rural in nature relative to Outer Village Residential Areas due to distance from Village core.



Land Use Concept Map

1. Suburban Residential Neighborhood
2. Rural Residential Conservation Area
3. Outer Village Residential Neighborhood
4. Village Residential Neighborhood
5. Village Commercial Core
6. Western Hudson Gateway
7. Outer Village Commercial Corridor
8. Industrial/ Office Park Development Area
9. Darrowville Commercial Corridor

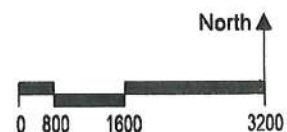
MAP 4

City of Hudson Village Comprehensive Plan

Hudson Village, Ohio

August, 1995

Pflum,
Klausmeyer & Gehrm
Consultants



Illustrative Land Use Types

Single family detached homes, parks and multi-use open space, institutional uses (churches, schools), and public service uses.

Design Considerations

Residential: Gross densities up to two dwelling units per acre; open space dedication requirements; prohibit development on environmentally sensitive areas; road characteristics to conform to the recommendations of the Transportation Policies.

Nonresidential: Park and recreational uses, institutional uses, and public service uses.

2. Rural Residential Conservation Areas

Existing Community Characteristics

- Rural Character is a combination of undeveloped parcels and large lot single family detached homes.
- Overall existing density less than 1 dwelling unit per 5 acres.
- Existing subdivision activity representative of subdivisions of large parcels into smaller road frontage, large lot homesteads.
- Large number of Potential Development Areas.
- Significant amount of environmentally sensitive areas representing potential wetlands, floodplain areas, hydric soils, aquifer recharge areas, and waterways. (Tinkers Creek Preservation Area, Mud Lake).
- Presence of large institutional/public uses (Wellfield, Cuyahoga Youth Development Center).
- Currently large amounts of open space and undeveloped land contributing to rural character.

Illustrative Land Use Types

Single family detached estate homes, parks and multi-use open space, institutional uses, agriculture, public service uses, and planned single family rural subdivisions.

Design Considerations

Residential: Gross densities up to one dwelling unit per two and one-half acres; open space dedication requirements; prohibit development on environmentally sensitive areas; rural design characteristics for road and sidewalk layout consistent with recommendations of Transportation Policies.

Nonresidential: Agriculture, park and recreational uses, institutional uses, and public service uses.

Rural Residential Conservation Development Concept

The development and growth of suburban communities typically involves the constant movement outward from the center. Many rural communities, in recognition of this oncoming development, have attempted to plan for quality growth while maintaining existing rural character and identity. Goals are set to "preserve natural features" or "maintain the character of the community", those items which are often the original reason for residents moving there.

In rural suburban areas, the most common development pattern has been conventional, large lot residential zoning. The results are that eventually there is very little land "preserved" and residents must be content with their own lot. Connections between subdivisions are often few making traffic circulation and services such as school bus and mail delivery difficult and costly to a community.

However, there is an alternative development pattern which is appearing in some rural communities of the Midwest. It involves creative site planning and flexibility in lot sizes. In this way, a development can accommodate the same overall densities and number of units as conventional large lot zoning while preserving natural features, prime farmland, scenic views, and minimizing infrastructure costs. In fact, in some communities this development pattern has been a catalyst to improve the quality of other new developments.

What Is Rural Conservation Development?

Also known as an "open space development", the principles behind this type of site planning involves the adaptation of cluster design for use in rural areas and suburban fringes. Rather than applying conventional large lots (typically two to five acres) that consume an entire site, a developer designs with smaller lot sizes (one-half to one acre), thus preserving a substantial portion of the land for open space. This type of development pattern and open space preservation is recommended for land use concept area number two.

The result is that the development may have the same number of units and the same overall density as with conventional lots, but involves lower development costs due to reduced total length of streets and sewer and water service extension. This approach allows for retention of open space allowing for adequate provision of public utilities. The open space areas provide an opportunity for a variety of uses including recreational space, continued agricultural use or simply undeveloped areas of woods or wetlands. The open space areas can be dedicated to the City, maintained by a

homeowners association or given over to a land trust such as Hudson Land Conservancy, Inc., to own and manage.

Developers that have created open space subdivisions have found them to be the fastest selling homes in their area. Often these homes will sell more quickly than similar homes in adjacent conventional lot subdivisions.

Future growth in Hudson Village will be encouraged to use this alternative type of development pattern in the areas designated as Rural Residential Conservation, Area Number 2, on the Land Use Concept Map. There are several benefits to rural conservation design being recommended:

- Increased property and home values due to a continued feeling of living in the "country" with the advantages of less lot maintenance and proximity to the downtown village.
- Reduced cost of infrastructure.
- Preservation of existing woodlands, wetlands, scenic views and prime agricultural land which create a better "quality of life" perception.
- Flexibility of use of open space as recreational use, continued agricultural use, or dedicated undeveloped land.
- Sense of community among residents who recognize that their community is different than every other suburban area.

Diagrams 1, 2, and 3 illustrate the concept principles. Diagram 1 represents an undeveloped rural site. Diagram 2 represents development based on traditional zoning and the pattern permitted in existing zoning in place in Hudson. Diagram 3 illustrates how the Rural Residential Conservation Concept preserves open space and rural character while maintaining the same number of permitted units as under existing zoning.

3. Outer Village Residential Neighborhood

Existing Community Character

- Primarily single family detached residential subdivisions.
- Presence of some multifamily housing unit developments.
- Existing single family detached units densities vary between 17,000 and 30,000 square foot lots.
- Primarily traditional subdivision designs with curvilinear street pattern; some examples of open space dedication.
- Neighborhood's proximity to village commercial core provides greater accessibility and connection to village, creating stronger village character than Suburban Residential Neighborhoods.
- Few Potential Development Areas.
- Few environmental constraints.

Illustrative Land Use Types

Single family detached homes, single family attached dwelling units, low density multifamily dwelling units, parks and multi-use open space, institutional uses, and public service uses.

Design Considerations

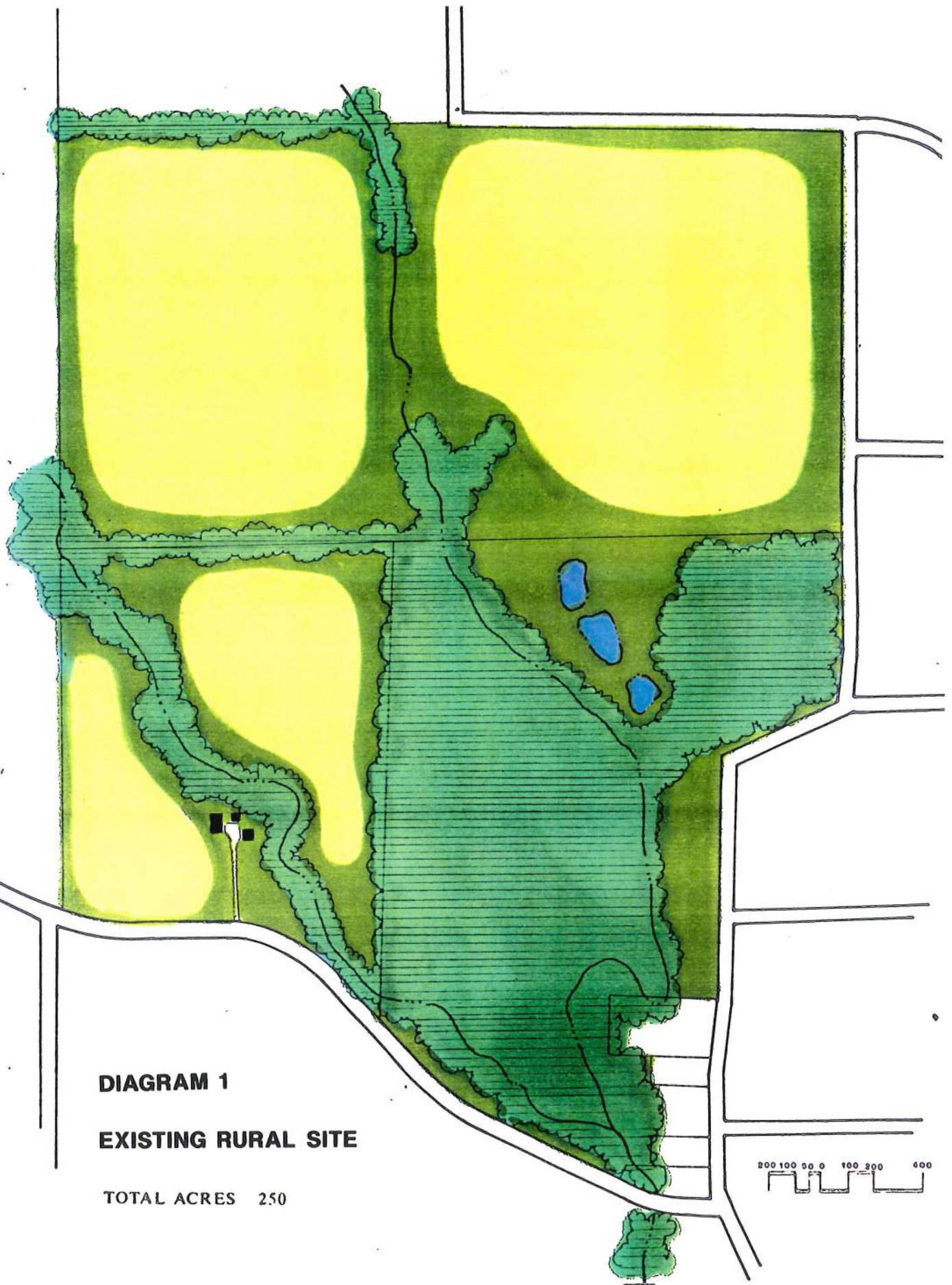
Residential: Gross densities up to 2½ units per acre; open space dedication requirements; prohibit development on environmentally sensitive areas; bicycle/pedestrian access requirements to maintain village core connection; road characteristics to conform to the recommendations of the Transportation Policies.

Nonresidential: Park and recreational uses, institutional uses, public service uses.

4. Village Residential Neighborhood

Existing Community Character

- Primarily single family detached residential homes.
- Predominance of historic homes with smaller setbacks and yard requirements.
- Presence of multifamily and single family attached housing units.
- Strong connection to village commercial core.
- Existing densities predominantly less than 30,000 square foot lots.
- Few Potential Development Areas.
- Few environmental constraints.
- Traffic congestion detrimental to residential atmosphere.





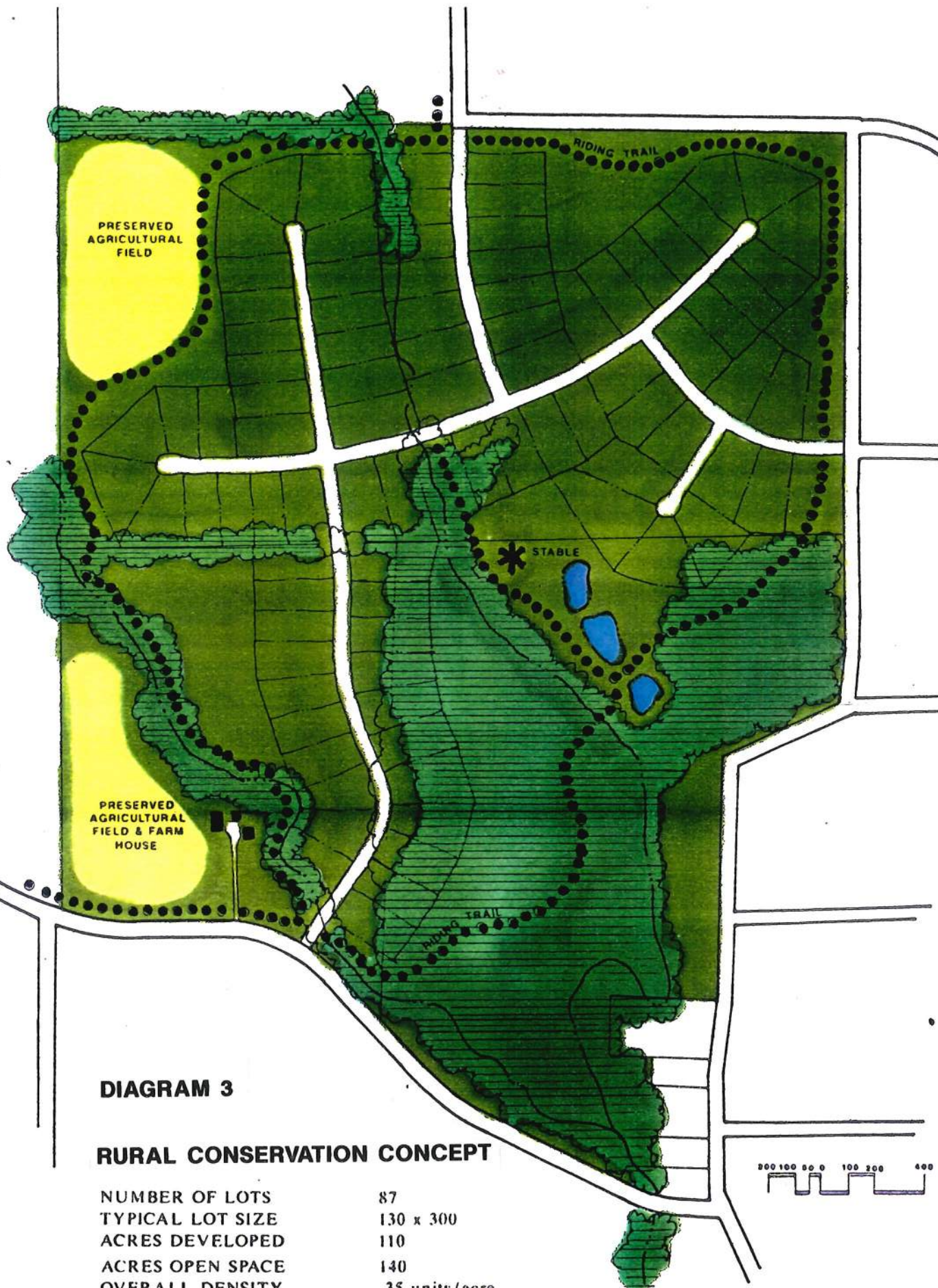


DIAGRAM 3

RURAL CONSERVATION CONCEPT

NUMBER OF LOTS	87
TYPICAL LOT SIZE	130 x 300
ACRES DEVELOPED	110
ACRES OPEN SPACE	140
OVERALL DENSITY	.35 units/acre
LINEAL FEET OF STREET	8,200

Illustrative Land Use Types

Single family detached homes, single family attached homes, low density multifamily dwelling units, professional home office, parks and multi-use open space, institutional uses, and public service uses.

Design Considerations

Residential: Compact densities reflective of existing neighborhood pattern; open space dedication requirements; bicycle/pedestrian access requirements to maintain village core connections; design compatibility with historic character of community; road characteristics to conform to the recommendations of Transportation Policies; professional home offices.

Nonresidential: Professional home office; parks and open space uses, institutional uses, and low intensity public service uses.

5. Village Commercial Core

Existing Community Character

- Current and historic center of Hudson Village.
- Concentration of office, retail and institutional land uses around intersection of State Routes 91 and 303.
- Village scale commercial core dominated by Village Green and Village Green extension.
- High volumes of traffic congestion along State Routes 91 and 303 detrimental to overall accessibility.
- Commercial strip center development (Hudson Plaza) maintains architectural theme of village.
- Core provides retail and service needs for surrounding Village Residential Neighborhood.

Illustrative Land Use Types

Existing single family dwelling units, existing two family dwelling units, second story apartment units above business uses, bed and breakfast establishments, village scale retail uses, village scale restaurants, personal services, specialty retail, professional offices, institutional uses, public service uses, and park and multi-use open space uses.

Design Considerations

Residential: Compact densities reflective of existing building pattern; overall appearance and design to maintain historic architectural quality; bicycle and pedestrian requirements to increase overall accessibility.

Nonresidential: Compact densities reflective of existing building pattern; overall appearance and design to maintain historic architectural quality; maintain Village Green as focal point of Com-

mercial Core by protecting its integrity; provide adequate, accessible and coordinated parking program.

6. Western Hudson Gateway

Existing Community Character

- Combination of existing zoning classifications allows a variety of residential densities and business uses.
- Large number of Potential Development Areas.
- Adjacent to S.R. 8 interchange and S.R. 303 and acts as a western gateway to the City.
- In close proximity to City's wellfield.
- Significant amount of environmentally sensitive areas representing potential wetlands, hydric soils, streambanks and wooded areas.
- High degree of development pressure.

Illustrative Land Use Types

Professional offices, industrial park-type uses, active recreational uses, open space uses, and parks.

Design Considerations

Residential: No new residential development should be permitted.

Nonresidential: Professional offices; industrial park/complex developments required to submit overall site development plan; commercial developments a minimum of 5 acres in size, requiring development master plan; tax increment financing district for the area; recreational uses; require development impact analysis study for traffic, public services, and wellfield impacts; road characteristics to conform to the recommendations of the Transportation Policies. New development should be sensitive to conforming residential development existing in adjacent residential use areas. Development should incorporate buffer areas, protection of open space and the protection of natural environmental features. Land uses within one-fourth (1/4) mile of existing conforming residential uses located in residential use areas should be limited to professional office and other uses compatible with transitional land development.

7. Outer Village Commercial Corridor

Existing Community Character

- Primarily a combination of retail and service establishments.
- Businesses are oriented toward S.R. 91, with parking to the front and side of the business establishments.
- Commercial Corridor lacks strong identity due

- to lack of identifying character elements, design themes, and setback variations.
- Few Potential Development Areas.
- Traffic congestion and access on S.R. 91 is a concern for both surrounding residents and business patrons and owners.
- Corridor provides retail and service needs for Outer Village Residential Neighborhoods.

Illustrative Land Use Types

Existing community scale retail establishments, existing community scale service establishments, non-fast food restaurants, professional services, automobile related commercial establishments, no big box retail establishments.

Design Considerations

Residential: No new residential development should be permitted.

Nonresidential: Retail and service establishments at floor area ratio of between .25 and .35; consistent building setback, front yard landscaping, and parking requirements; coordination with an overall access management plan for new construction or expansion of existing establishments; conformity with impervious surface standards.

8. Industrial/Office Park Development Area

Existing Community Character

- Mixture of industrial and office uses and large tracts of undeveloped land.
- Large number of Potential Development Areas.
- Considerable amount of environmentally sensitive elements representing potential wetlands, floodplains, hydric soils, and waterways.
- Roadway network serving area needs improvements to accommodate increased industrial and office traffic; additional roadway connections are necessary.
- Area has the potential to stabilize the tax burden currently on residential property owners.
- Primary economic development area for the City as evidenced by designation as Community Reinvestment Area.
- Proposed Seasons-Norton Road connection and the S.R. 8/Seasons Road Interchange will have a significant impact on the land use composition and roadway network of the southern industrial area.

Illustrative Land Use Types

High intensity office uses, research facility uses, professional offices, light and medium industrial uses, park and multi-use open space uses, professional services, retail accessory to the manufac-

turing of goods, public service uses, no free standing or big box retail establishments (emphasis on tax producing uses.)

Design Considerations

Residential: No new residential development should be permitted.

Nonresidential: Office and research facilities and Industrial park uses at floor area ratios of between .30 and .40; establishment of consistent building setback, front yard landscaping, buffering and parking requirements; establish an overall access management plan for new construction or expansion of existing establishments; conformity with impervious surface standards; open space requirements; limit development on environmentally sensitive areas or require mitigation; and identification of traffic impacts for all new developments. New development should be sensitive to conforming residential development existing in adjacent residential use areas. Development should incorporate buffer areas, protection of open space and the protection of natural environmental features. Land uses within one-fourth (1/4) mile of existing conforming residential uses located in residential use areas should be limited to professional office and other uses compatible with transitional land development.

9. Darrowville Commercial Corridor

Existing Community Character

- Primarily a combination of community scale retail and service establishments.
- Strong architectural character of several buildings resulting from businesses occupying previous residential units, creating a semi-residential character.
- Commercial corridor continues south along State Route 91 into the City of Stow.
- Commercial corridor is southern gateway into City of Hudson Village and currently has weak gateway elements.
- Few Potential Development Areas.
- Traffic congestion and access is a concern for both surrounding residents and business patrons and owners.

Illustrative Land Use Types

Community scale retail establishments, community scale service establishments, automobile oriented commercial establishments, and non-fast food restaurants.

Design Considerations

Residential: No new residential development should be permitted.

Nonresidential: Retail and service establishments at floor area ratio of between .25 and .35; setback consistent with those on West S.R. 91; no front yard parking; landscaping specifically approved by City Arborist; building coordination with an overall access management plan for new construction or expansion of existing establishments; conformity with impervious surface standards; consideration of guidelines for construction related to corridor as a gateway City of Hudson; maintain historic qualities of remaining residential converted businesses.

The Land Use Concepts recommend the location and quality for Hudson's future development. These concepts should be the basis upon which the City should establish regulatory mechanisms for controlling land use. The City's zoning text and map should be adapted and changed to incorporate the land use concept recommendations.

Table 3 and Table 4 project what Hudson's buildout will be if these land use concepts are implemented. The effect will be a population that is much more representative of the vision of Hudson that residents expect to see in the future. The result will be a population between 28,000 - 30,000, a population that brings the fiscal balance back into accord and will create a more balanced jobs to housing ratio that will allow the City to respond to demands for service in a planned fashion.

Providing financial stability and predictability is an important component of a success strategy of growth management. Currently, approximately 80% of Hudson's property tax revenues come from residential sources. In the past, this ratio was more balanced, where residential provided 40% and nonresidential provided 60% of the City's property tax revenue. The

buildout analysis indicates that Hudson will continue to have an unbalanced property tax burden on the residential land uses, continuing the 80/20 proportion.

The recommended land use concepts and the focus plans reduce the potential ratio to 65/35, a more balanced and financially viable situation.

In addition, Hudson is increasingly becoming dependant on the City income tax revenues. Currently 55% of the City's income is generated by the income tax, with 24% being generated by the property tax. Thus, while it is important to have a balance between residential and commercial/industrial property taxes for all community services, it is also important to increase the amount of land that is allocated to nonresidential uses in order to allow additional income tax revenues to be generated. Hudson must balance land use decisions with planned economic development to maintain the quality of life and fiscal responsibility that is representative of the community.

While the land use concepts identify recommendations for the location and quality of new development, the concept plan itself does not address all of the major components of the City. An additional level of detail is needed to guide future decision making for specific topic areas. For this reason, four focus plans have been developed:

- A Recreation, Open Space &
Environmental Sensitivity Plan
- A Community Facilities and Infrastructure Plan
- A Transportation Plan
- A Downtown Core Plan

Each of these focus plans take the recommendations of the land use concepts one step further and illustrate activities the City should pursue and how the plans should be implemented.

Table 3

RESIDENTIAL LAND USE ANALYSIS - IMPACT OF LAND USE CONCEPTS														
			BUILDOUT PROJECTION				HOLDING CAPACITY PROJECTION				RECOMMENDED LAND USE DENSITIES			
Potential Development Areas	PDA Size	Existing Zoning Districts	Existing Minimum Lot Area	Buildable Units	Potential Population	Constrained Land Area	Developable Land Area	Buildable Units	Potential Population	Land Use Concept Area	Developable Density	Buildable Units	Projected Population	
1	31.8 Ac	RR	2.5 Ac	10	31	0 Ac	31.8 Ac	10	31	#1	30,000	38	118	
2	368.1 Ac	RR	2.5 Ac	144	446	42.5 Ac	325.6 Ac	130	403	#2	2.5 Ac	130	403	
3	224.2 Ac	RR	2.5 Ac	74	229	66.8 Ac	157.4 Ac	52	161	#2	2.5 Ac	52	161	
4	167.9 Ac	RR	2.5 Ac	55	171	4.7 Ac	163.2 Ac	54	167	#2	2.5 Ac	54	167	
5	43.8 Ac	RR	2.5 Ac	14	43	0 Ac	43.8 Ac	14	43	#2	2.5 Ac	14	43	
6	18.7 Ac	RR	2.5 Ac	6	19	0 Ac	18.7 Ac	6	19	#2	2.5 Ac	6	19	
7	14.4 Ac	RR	2.5 Ac	5	16	0 Ac	14.4 Ac	5	16	#2	2.5 Ac	5	16	
8	22.8 Ac	RR	2.5 Ac	7	22	0 Ac	22.8 Ac	7	22	#2	2.5 Ac	7	22	
9	28.1 Ac	RR	2.5 Ac	9	28	4.8 Ac	23.3 Ac	8	25	#2	2.5 Ac	8	25	
10	6.7 Ac	RR	2.5 Ac	2	6	1.6 Ac	5.1 Ac	2	6	#2	2.5 Ac	2	6	
11	14.6 Ac	RR	2.5 Ac	5	16	3.6 Ac	11 Ac	4	12	#2	2.5 Ac	4	12	
12	56 Ac	T*R-1	30,000	67	208	0 Ac	56 Ac	67	208	#1	30,000	67	208	
13	11 Ac	T*R-1	30,000	13	40	0.8 Ac	10.2 Ac	12	37	#1	30,000	12	37	
14	11 Ac	T*R-1	30,000	13	40	0.2 Ac	10.8 Ac	13	40	#1	30,000	13	40	
15	13.4 Ac	T*R-1	30,000	16	50	0 Ac	13.4 Ac	16	50	#1	30,000	16	50	
16	0 Ac	T*R-1	30,000	0	0	0 Ac	0 Ac	0	0	#1	30,000	0	0	
17	14.9 Ac	RR	2.5 Ac	5	16	0 Ac	14.9 Ac	5	16	#1	30,000	18	56	
18	53.4 Ac	T*R-1	30,000	64	198	0 Ac	53.4 Ac	64	198	#1	30,000	64	198	
19	18.3 Ac	T*R-1	30,000	22	68	0 Ac	18.3 Ac	22	68	#2	2.5 Ac	6	19	
20	7 Ac	T*B-1	0.25							#2	2.5 Ac	2	6	
21	15.1 Ac	T*R-3	12,000	45	140	0.6 Ac	14.5 Ac	43	133	#2	2.5 Ac	5	16	
22	54 Ac	T*R-1	30,000	64	198	34.6 Ac	19.4 Ac	23	71	#2	2.5 Ac	6	19	
23	17.3 Ac	T*B-1	0.25							#2	2.5 Ac	6	19	
24	93.2 Ac	T*R-1	30,000	111	344	5.6 Ac	87.6 Ac	104	322	#2	2.5 Ac	29	90	
25	117 Ac	RR	2.5 Ac	38	118	28.8 Ac	88.2 Ac	29	90	#2	2.5 Ac	29	90	
27	320.1 Ac	T*R-2	20,000	572	1773	135.4 Ac	184.7 Ac	330	1023	#6	0.35 Ac			
28	31.5 Ac	T*R-3	12,000	94	291	15.8 Ac	15.7 Ac	47	146	#6	0.35 Ac			
30	21.9 Ac	T*ORC	0.00							#6	2.5 Ac	0	0	
31	10.4 Ac	T*R-2	20,000	19	59	9.1 Ac	1.3 Ac	2	6	#1	20,000	2	6	
32	45.9 Ac	V*R-1	17,000	47	146	2.1 Ac	43.8 Ac	47	146	#3	17,000	47	146	
33	70.8 Ac	T*R-1	30,000	84	260	19.2 Ac	51.6 Ac	61	189	#2	2.5 Ac	17	53	
34	138.8 Ac	T*R-2	20,000	248	769	94.4 Ac	44.4 Ac	79	245	#2	2.5 Ac	15	47	
35	15.6 Ac	V*PUD	17,000	33	102	0 Ac	15.6 Ac	33	102	#3	17,000	33	102	
36	20.5 Ac	T*R-1	30,000	24	74	0 Ac	20.5 Ac	24	74	#3	30,000	24	74	
37	23.5 Ac	V*R-1	17,000	49	152	0 Ac	23.5 Ac	49	152	#3	17,000	49	152	
38	19 Ac	T*R-1	30,000	23	71	3.2 Ac	15.8 Ac	19	59	#3	30,000	19	59	
39	15.2 Ac	V*R-1	17,000	32	99	2.9 Ac	12.3 Ac	26	81	#3	17,000	26	81	
40	53.7 Ac	V*R-1	17,000	145	450	2.2 Ac	51.5 Ac	141	437	#3	17,000	108	335	

Table 3 (cont.)

Potential Development Areas	BUILDOUT PROJECTION					HOLDING CAPACITY PROJECTION				RECOMMENDED LAND USE DENSITIES			
	PDA Size	Existing Zoning Districts	Existing Minimum Lot Area	Buildable Units	Potential Population	Constrained Land Area	Developable Land Area	Buildable Units	Potential Population	Land Use Concept Area	Developable Density	Buildable Units	Projected Population
41	0 Ac	V*R-1	17,000	0	0	0 Ac	0 Ac	0	0	#4	17,000	0	0
42	3.9 Ac	V*R-1A	30,000	5	16	0 Ac	3.9 Ac	5	16	#4	30,000	5	16
43	1.6 Ac	V*R-3	3,200	18	56	0 Ac	1.6 Ac	18	56	#4	3,200	18	56
44	22.1 Ac	V*R-1	17,000	46	143	0 Ac	22.1 Ac	46	143	#4	17,000	46	143
45	6 Ac	V*R-2	10,000	21	65	0 Ac	6 Ac	21	65	#4	10,000	21	65
46	17.2 Ac	V*R-1A	30,000	20	62	0 Ac	17.2 Ac	20	62	#3	30,000	20	62
47	65.9 Ac	V*R-1	17,000	138	428	0 Ac	65.9 Ac	138	428	#3	17,000	138	428
48	10.5 Ac	V*R-1A	30,000	0	0	0 Ac	10.5 Ac	0	0	#3	30,000	0	0
49	82.1 Ac	T*R-2	20,000	147	456	2 Ac	80.1 Ac	143	443	#3	20,000	143	443
51	4.7 Ac	V*R-1	17,000	10	31	0 Ac	4.7 Ac	10	31	#4	17,000	10	31
52	20.9 Ac	V*R-2	10,000	75	233	0 Ac	20.9 Ac	75	233	#4	10,000	75	233
53	51 Ac	T*R-1	30,000	61	189	0 Ac	51 Ac	61	189	#3	30,000	61	189
54	39.7 Ac	RR	2.5 Ac	13	40	0 Ac	39.7 Ac	13	40	#2	2.5 Ac	13	40
55	30 Ac	RR	2.5 Ac	10	31	0 Ac	30 Ac	10	31	#2	2.5 Ac	10	31
56	171 Ac	RR	2.5 Ac	56	174	22.9 Ac	148.1 Ac	49	152	#2	2.5 Ac	49	152
57	61.2 Ac	T*R-1	30,000	73	226	0 Ac	61.2 Ac	73	226	#2	2.5 Ac	73	226
58	18.6 Ac	T*R-1	30,000	22	68	8.2 Ac	10.4 Ac	12	37	#3	30,000	12	37
59	28.3 Ac	T*R-1	30,000	34	105	2.7 Ac	25.6 Ac	30	93	#3	30,000	30	93
60	29.3 Ac	T*R-1	30,000	35	109	8.7 Ac	20.6 Ac	25	78	#3	30,000	25	78
61	85.6 Ac	T*R-1	30,000	102	316	15 Ac	70.6 Ac	84	260	#2	2.5 Ac	84	260
62	17.7 Ac	T*R-1	30,000	21	65	0 Ac	17.7 Ac	21	65	#2	2.5 Ac	21	65
63	66.3 Ac	RR	2.5 Ac	22	68	13.8 Ac	52.5 Ac	17	53	#2	2.5 Ac	17	53
64	112 Ac	RR	2.5 Ac	37	115	8.2 Ac	103.8 Ac	34	105	#2	2.5 Ac	34	105
65	21.9 Ac	RR	2.5 Ac	7	22	2.4 Ac	19.5 Ac	6	19	#2	2.5 Ac	6	19
66	24.6 Ac	T*R-2	20,000	24	74	0 Ac	24.6 Ac	24	74	#1	20,000	24	74
67	39.8 Ac	T*R-2	20,000	71	220	0 Ac	39.8 Ac	71	220	#1	20,000	71	220
68	123.7 Ac	T*R-2	20,000	221	685	2.3 Ac	121.4 Ac	217	673	#1	20,000	217	673
69	8.5 Ac	T*R-2	20,000	15	47	1.3 Ac	7.2 Ac	13	40	#1	20,000	13	40
70	8.7 Ac	T*R-2	20,000	16	50	1.2 Ac	7.5 Ac	13	40	#1	20,000	13	40
71	71 Ac	T*R-2	20,000	127	394	9.8 Ac	61.2 Ac	109	338	#8	0.35		
72	35.1 Ac	T*R-2	20,000	63	195	1 Ac	34.1 Ac	61	189	#8	0.35		
73	11.7 Ac	T*R-2	20,000	21	65	0 Ac	11.7 Ac	21	65	#1	20,000	21	65
74	55.5 Ac	T*R-2	20,000	99	307	4.7 Ac	50.8 Ac	91	282	#1	20,000	99	307
75	111.9 Ac	T*R-2	20,000	200	620	69.7 Ac	42.2 Ac	75	233	#8	0.35		
77	69 Ac	T*R-2	20,000	123	381	33.4 Ac	35.6 Ac	64	198	#2	2.5 Ac	64	198
78	23.2 Ac	T*R-2	20,000	41	127	2.7 Ac	20.5 Ac	37	115	#2	2.5 Ac	37	115
79	33.9 Ac	T*R-3	12,000	101	313	4.9 Ac	29 Ac	86	267	#2	2.5 Ac	86	267
80	55.7 Ac	RR	2.5 Ac	18	56	7 Ac	48.7 Ac	16	50	#2	2.5 Ac	16	50

Table 3 (cont.)

Potential Development Areas	BUILDOUT PROJECTION					HOLDING CAPACITY PROJECTION				RECOMMENDED LAND USE DENSITIES			
	PDA Size	Existing Zoning Districts	Existing Minimum Lot Area	Buildable Units	Potential Population	Constrained Land Area	Developable Land Area	Buildable Units	Potential Population	Land Use Concept Area	Developable Density	Buildable Units	Projected Population
88	46.2 Ac	T-R-2	20,000	83	257	11.5 Ac	34.7 Ac	62	192	#8	0.35		
98	10.2 Ac	T-R-2	20,000	18	56	0 Ac	10.2 Ac	18	56	#8	0.35		
103	59 Ac	T-R-2	20,000	88	273	0.4 Ac	58.6 Ac	88	273	#3	20,000	88	273
105	52.1 Ac	T-R-2	20,000	93	288	0 Ac	52.1 Ac	93	288	#1	20,000	35	109
107	15.4 Ac	T-R-2	20,000	28	87	1.6 Ac	13.8 Ac	25	78	#1	20,000	25	78
108	6 Ac	T-R-2	20,000	11	34	0 Ac	6 Ac	11	34	#1	20,000	11	34
109	10.2 Ac	T-R-2	20,000	18	56	0 Ac	10.2 Ac	18	56	#2	2.5 Ac	3	9
110	314.7 Ac	T-R-2	20,000	562	1742	39.2 Ac	275.5 Ac	492	1525	#2	2.5 Ac	90	279
111	10.2 Ac	T-R-2	20,000	18	56	0 Ac	10.2 Ac	18	56	#2	2.5 Ac	3	9
112	90.3 Ac	T-ORC/R-2	20,000	161	499	0 Ac	90.3 Ac	161	499	#2	2.5 Ac	30	93
TOTAL:	4463.7 Ac			5,352	16,593	753.5 Ac	3664 Ac	4,343	13,464			2,448	7,593
NOTES:													
Resulting City of Hudson Village Population: 37,466													
Constrained Land Area calculations represent floodplains, wetlands, ponds and streambank setbacks.													
Current population estimate 20,873 to reflect recent residential activity.													
2:	Current development plans for 29 units on 18.6 acres; wetlands outlined by ACRT, Inc.												
3:	Wetlands outlined by ACRT, Inc.												
12:	Additional area added to southeast.												
16:	Area removed as potential future site of school building or facility.												
22:	Recommended open space area.												
24:	Recommended open space area.												
25:	Recommended open space area.												
31:	Reduce area to reflect development of remainder of property.												
32:	Revise to reflect development proposal.												
33:	Wetlands outlined by ACRT, Inc.												
34:	Wetlands outlined by ACRT, Inc.												
40:	Revise to reflect proposed Heartland development.												
41:	Revise to reflect proposed Heartland development, as parkland.												
48:	Land area dedicated as park land.												
59:	Recommended open space area.												
60:	Recommended open space area.												
61:	Additional area added to northeast.												
66:	Current development plans for 24 units.												
103:	Current development plans for 88 units.												
105:	32.5 acres to be developed as residential use; 19.6 to be developed as nonresidential uses.												
112:	Currently golf course, zoned T-ORC; assuming potential development at T-R-2 densities.												

Table 4

NON-RESIDENTIAL LAND USES													
BUILDOUT PROJECTION					HOLDING CAPACITY PROJECTION					RECOMMENDED LAND USE DENSITIES			
Potential Development Areas	PDA Size	Existing Zoning Districts	Floor Area Ratio	Building Square Footage	New Jobs Created	Constrained Land Area	Developable Land Area	Building Square Footage	New Jobs Created	Land Use Concept Area	Developable Density	Developable Acreage	New Jobs Created
20	7 Ac	T*B-1	0.25	62,509	69	0 Ac	7 Ac	62,509	69	#2	2.5		
23	17.3 Ac	T*B-1	0.25	154,486	170	6.8 Ac	10.5 Ac	93,763	103	#2	2.5		
26	63.9 Ac	V*B-4	0.25	570,614	626	15.9 Ac	48 Ac	428,630	470	#8	0.30	48 Ac	566
27	320.1 Ac	T*R-2	20,000	572	1772	135.4 Ac	184.7 Ac	330	1023	#6	0.30	184.7 Ac	2,179
28	31.5 Ac	T*R-3	12,000	94	291	15.8 Ac	15.7 Ac	47	145	#6	0.30	15.7 Ac	185
29	68 Ac	T*B-6	0.25	607,226	666	8 Ac	60 Ac	535,788	588	#6	0.30	60 Ac	708
30	21.9 Ac	T*ORC	0.00	0		21.9 Ac	0 Ac	0	0	#2	2.5		
50	6.5 Ac	T*B-1	0.25	58,044	64	0 Ac	6.5 Ac	58,044	64	#7	0.25	6.5 Ac	64
71	71 Ac	T*R-2	20,000			9.8 Ac	61.2 Ac			#8	0.30	61.2 Ac	722
72	35.1 Ac	T*R-2	20,000			1 Ac	34.1 Ac			#8	0.30	34.1 Ac	402
75	111.9 Ac	T*R-2	20,000			69.7 Ac	42.2 Ac			#8	0.30	42.2 Ac	498
76	16.2 Ac	T*M-1	0.40	231,460	254	0 Ac	16.2 Ac	231,460	254	#8	0.30	16.2 Ac	191
81	100.1 Ac	T*R-2	20,000			8.9 Ac	91.2 Ac			#8	0.30	91.2 Ac	1,076
82	124.7 Ac	T*M-1	0.40	1,781,674	1,958	26.5 Ac	98.2 Ac	1,403,050	1,542	#8	0.30	98.2 Ac	1,159
83	46 Ac	T*M-1	0.40	657,233	722	25.6 Ac	20.4 Ac	291,469	320	#8	0.30	20.4 Ac	241
84	58 Ac	T*M-1	0.40	828,685	911	10.8 Ac	47.2 Ac	674,378	741	#8	0.30	47.2 Ac	557
85	39 Ac	T*R-2	20,000	70	216	0 Ac	39 Ac	70	216	#8	0.35	39 Ac	460
86	0 Ac	T*B-4	0.25	0	0	0 Ac	0 Ac	0	0	#8	0.30	0 Ac	0
87	4.8 Ac	T*E-R	0.40	68,581	75	0 Ac	4.8 Ac	68,581	75	#8	0.30	4.8 Ac	57
89	5 Ac	T*B-1	0.25	44,649	49	0 Ac	5 Ac	44,649	49	#8	0.30	5 Ac	59
88	46.2 Ac	T*R-2	20,000			11.5 Ac	34.7 Ac			#8	0.30	34.7 Ac	409
90	5.2 Ac	T*M-1	0.40	74,296	82	0 Ac	5.2 Ac	74,296	82	#8	0.30	5.2 Ac	61
91	21.1 Ac	T*B-4	0.25	188,419	207	0 Ac	21.1 Ac	188,419	207	#8	0.30	21.1 Ac	249
92	19.3 Ac	T*B-4	0.25	172,345	189	0 Ac	19.3 Ac	172,345	189	#8	0.30	19.3 Ac	228
93	41.8 Ac	T*M-1	0.40	597,225	656	0 Ac	41.8 Ac	597,225	656	#8	0.30	41.8 Ac	493
94	16.5 Ac	T*B-1	0.25	147,342	162	0 Ac	16.5 Ac	147,342	162	#8	0.30	16.5 Ac	195
95	7.8 Ac	T*M-1	0.40	111,444	122	6.8 Ac	1 Ac	14,288	16	#8	0.30	1 Ac	12
96	55 Ac	T*M-1	0.40	785,822	864	2.9 Ac	52.1 Ac	744,388	818	#8	0.30	52.1 Ac	615
97	4.1 Ac	T*B-1	0.25	36,612	40	0 Ac	4.1 Ac	36,612	40	#9	0.25	4.1 Ac	40
98	10.2 Ac	T*R-2	20,000			0 Ac	10.2 Ac			#8	0.30	10.2 Ac	120
99	6.1 Ac	T*B-1	0.25	54,472	60	0 Ac	6.1 Ac	54,472	60	#9	0.25	6.1 Ac	60
100	11.1 Ac	T*M-1	0.40	158,593	174	0 Ac	11.1 Ac	158,593	174	#8	0.30	11.1 Ac	131
101	50 Ac	T*M-1	0.40	714,384	785	1 Ac	49 Ac	700,096	769	#8	0.30	49 Ac	578
102	188.8 Ac	T*M-1	0.40	2,697,514	2,964	2 Ac	186.8 Ac	2,668,939	2,933	#8	0.30	186.8 Ac	2,204
104	232 Ac	T*M-1	0.40	3,314,742	3,642	26.6 Ac	205.4 Ac	2,934,689	3,225	#8	0.30	205.4 Ac	2,424
106	29.3 Ac	T*M-1	0.40	418,629	460	0 Ac	29.3 Ac	418,629	460	#8	0.30	29.3 Ac	346
TOTAL:	1778.3 Ac			14,537,735	18,250	306 Ac	1485.6 Ac	12,803,101	15,449			1468 Ac	17,290
New jobs created by future development are projected using an average estimate of 9.8 jobs per acre for .25 FAR,													
11.8 jobs for 30 FAR, and 15.7 jobs for .40 FAR.													
86: Revise to reflect current development status of property.													
94: Additional area added to the south.													

RECREATION, OPEN SPACE & ENVIRONMENTAL INTEGRITY PLAN

"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."

1978 Village Comprehensive Plan

Recreational areas are important to a community in that they provide a place to relax and play in a natural setting. Open spaces, as referred to in this plan, represent land dedicated for conservation, areas yet to be developed, and areas set-aside from development. All of those areas contribute to the character of the City and should be considered to be amenities.

The Recreation, Open Space and Environmental Integrity Plan plays an important role in the overall growth management strategy. The City of Hudson Village is going to continue to grow. Recreational areas and open space are now and will continue to be in the future, desirable attributes of the community. Actions must be taken in order to improve on the City's current facilities and protected areas and to preserve opportunities for future development of greenway connections. Finally, because of the large amounts of wetlands, poor drainage soils and lack of an existing overall stormwater management plan, careful open space planning is critical to the development of overall stormwater protection strategies.

The Recreation, Open Space and Environmental Integrity Plan is divided into four sections:

1. Policy Statements
2. Park and Recreation Plan
3. Open Space Preservation & Resource Protection
4. Environmental Sensitivity Guidelines

Recreation, Open Space and Environmental Integrity Policy Statements

The following policy statements outline the foundation for the City to make further decisions regarding recreation, open space and environmental sensitivity. These statements were developed by the Comprehensive Plan Steering Committee.

General Policy

Open Space corridors and recreation areas are valuable assets which contribute to the community identity and protect fragile environmental resources. A comprehensive system of open space linkages and active and informal recreation should be developed in a manner that serves a multi-use function and enhances the sense of community. Active efforts are necessary to

protect the environment within the City from further degradation and to establish a systematic approach to maintaining and improving environmental quality.

Implementation Policies

1. Establish a community wide system of multipurpose paths that connects all neighborhoods, schools and commercial activity areas and provides for linkage with trails planned by adjoining communities. Trails should not only enhance recreational opportunities for residents but reduce community dependence upon automobiles through the use of available alternative modes of transportation.
2. Create a greenway system that links existing parks, neighborhoods, wetlands, drainage systems and other natural areas with the multipurpose trails.
3. Create a specific linkage between the downtown historic core and the trail system.
4. Provide through appropriate land use, zoning and subdivision regulations an environment conducive to preservation of wetland ecosystems and unique plant and animal communities. Immediately commence a study which will identify such communities, relying on the Index of Environmental Integrity as the basis for evaluation.
5. Evaluate feasible location for development of a community recreation facility which would include active recreation areas such as a pool, ice rink, lighted basketball and volleyball courts, multipurpose rooms and other appropriate activities.
6. Coordinate all open space and recreational components with other aspects of the Growth Management Strategy/ Comprehensive Plan.
7. Require inclusion of appropriate open space and greenway linkages as part of site plan and subdivision review and approval.
8. Promote delineation, preservation and reclamation of wetlands and open spaces with emphasis on remediating drainage problems, protecting water quality, enhancing storm water management and preserving unique plant and animal life.
9. Enact a local Wetland Protection Plan with higher standards than present Federal, State, and local regulations (i.e. 100 year storm levels, 25' stream setbacks, and 100' wetland setbacks).
10. Implement the recommendations of the 1993 Hudson Township Trustees Ad Hoc Recreation Committee Report and the Hudson Township Comprehensive Plan as to acceleration of progress on a multipur-

pose trail system and active recreation facilities. (See Appendix One.)

11. Enact second generation tree ordinances with an emphasis on preservation, conservation, transplanting and replacement programs and funding, enabling identification and environmental planning prior to preliminary plat approval.

12. The Park Board, Hudson Land Conservancy Inc., School board, Community Education & Recreation and other entities should explore into cooperative operation agreements to effectively utilize all currently available recreational, open space and environmentally sensitive areas.

13. Establish a consortium of appropriate public and private organizations to monitor and raise funds for greenway acquisition.

14. Develop and implement a wellhead protection plan for the Hudson Wellfield.

15. Pursue the upgrading of Brandywine Creek as a valuable environmental connector of neighborhoods to the Historic Core.

Parks and Recreation Plan

The City of Hudson Village has a park and recreation system currently in the building stage. The City has been effective in setting aside land for both active and passive recreation. The City needs to continue to improve on its park facilities.

A survey of Township residents in 1990 indicated that just over half of the respondents thought there were adequate active recreational facilities. The survey identified three areas to be improved:

- Expand multipurpose facilities
- Continue to develop existing facilities
- Add park and recreation areas where services are deficient in the northwest and southwest quadrants of Hudson

The Park and Recreation Plan addresses these issues and recommends a standard for parks and recreation based on population and service area requirements. The City's current facilities can be divided into three groups - community parks, neighborhood parks, and passive recreation areas. Community parks are parks that provide recreational facilities for the community at large and are at least 25 acres in size. Community parks have a service area of approximately two miles. Neighborhood parks are parks that are a minimum of 10 acres in size and provide facilities for a smaller service area of a half mile. Passive recreation areas are areas designated for passive activities, such as hik-

ing and birdwatching. The existing parks are listed below according to these classifications with the number acres for each.

<u>Community Parks</u>	<u>Size (acres)</u>
Hudson Springs Park	260
Cascade Park	72
Barlow Park	30
Colony Park	<u>34</u>
	396 acres

Neighborhood Parks

Middleton Park	9
Stow-Middleton Park	17
Darrow Park - currently undeveloped	<u>15</u>
	41 acres

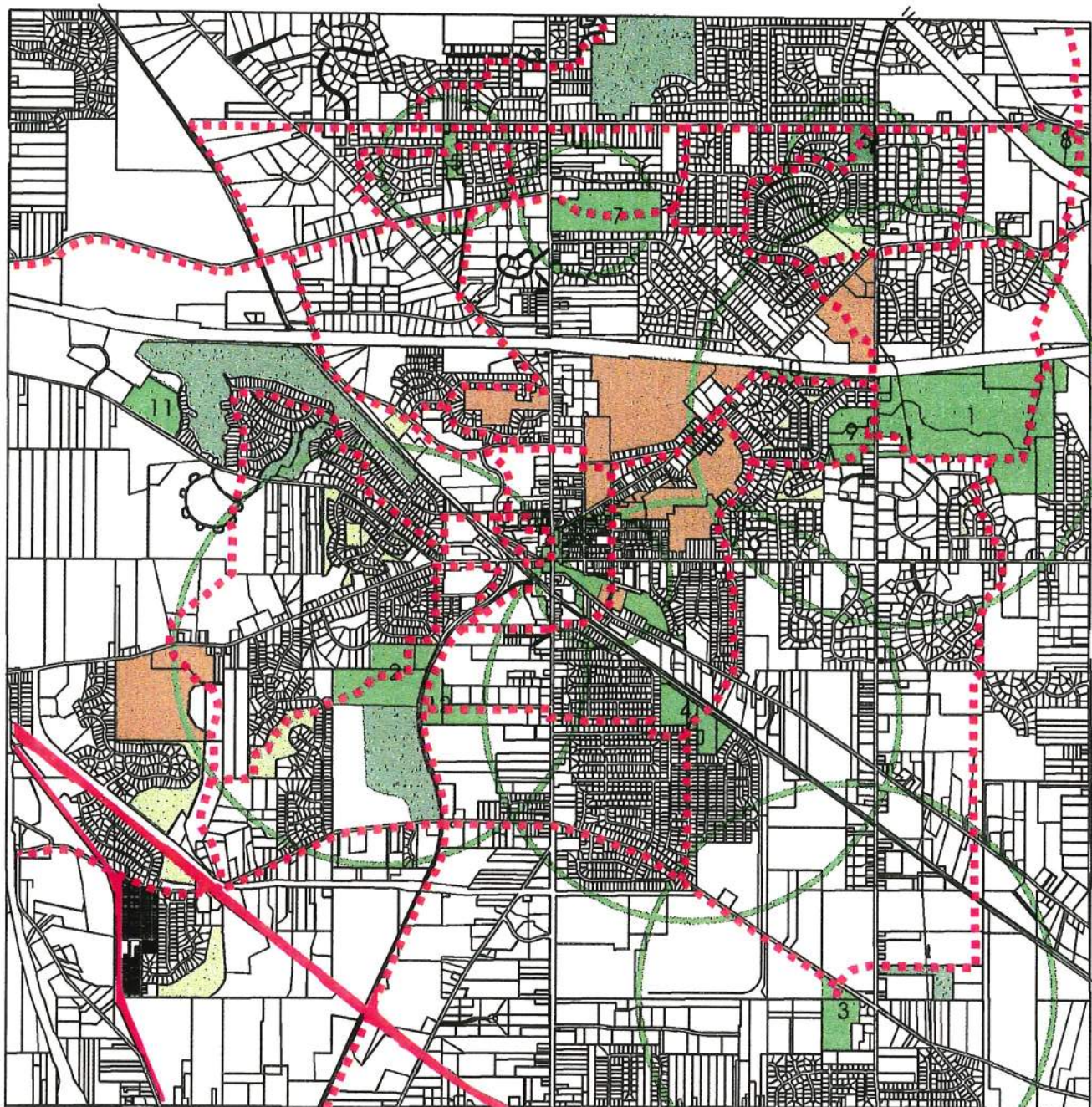
Passive Recreation Area

Trumbull Woods	18
Bicentennial Woods	33
Stow Aurora Trail	10
Darrow Park - remainder of park	48
Boston Mills	58
MacLaren	<u>27</u>
	194 acres

Map 5 illustrates the locations of existing park and recreation facilities and the service areas served by each location. Hudson schools and the Barlow Community Center are also indicated on the map. As can be seen, the City of Hudson Village lacks park and recreation facilities in the northwest and southwest quadrants of the city.

It is recommended that the City establish park facilities to serve the existing and future populations in these quadrants. The City should work cooperatively with the Hudson Park Board and the Hudson Land Conservancy, Inc. to acquire and develop ten to fifteen acre facilities in both of these locations under the overall park acquisition plan. It is also recommended that these areas be developed to provide active recreation facilities and incorporate the areas into the overall greenway system.

The City should increase the active recreation facilities provided in existing parks. For example, the City should increase active facilities at Barlow Park. The City should also provide additional neighborhood facilities at Darrow Park, maintaining at least half of the area as a passive or natural preserve. The City, jointly with the Park Board and the School Board, should determine the active sports fields needed for Hudson residents. The City should also pursue the development of other facilities including but not limited to a community swimming pool, an ice rink and tennis courts.



Park and Recreation Service Areas

1. Hudson Springs Park
2. Cascade Park
3. Barlow Park
4. Colony Park
5. Middleton Park
6. Stow-Middleton Park
7. Darrow Park
8. Turmbull Woods
9. Bicentennial Woods
10. Stow-Aurora Trail
11. Boston Mills Park
12. MacLaren Park

- Public Parks
- Dedicated Open Space
- Private Recreation
- Schools & Institutional Uses
- Proposed Bike/Hike Path

MAP 5

City of Hudson Village Comprehensive Plan

Hudson Village, Ohio

August, 1995

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Consultants

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North ↑

It is recommended that the City adopt community standards for providing park, recreation and open space facilities throughout Hudson. The following standards will allow Hudson to continue to provide a high quality park system:

Ten acres of community parks should be provided per 1000 persons.

Six acres of passive open space should be provided per 1000 persons.

Three acres of neighborhood park should be provided per 1000 persons.

Hudson has sufficient acreage dedicated to community parks to meet these standards. There are currently 396 acres of community park land, providing almost 19 acres per 1000 population. The City currently has an estimated population of 21,000 people, requiring 63 acres of neighborhood parks. There are currently 41 acres of neighborhood parks, including fifteen acres of Darrow Park that are recommended to be developed as a neighborhood park. The remainder of Darrow Park should remain as a passive recreation area. There are neighborhood park locational and facility deficiencies that needed to be improved. The City should plan to provide neighborhood parks for an additional 9,000 people, requiring an additional 22-27 acres of neighborhood parks. Hudson should provide neighborhood parks to serve the northwest and southwest quadrants of the City. As Map 5 illustrates, there are locations within the City that are not within estimated service area. Recognizing that Hudson school facilities can serve as recreation areas, it is recommended that the City pursue opportunities for acquiring property suitable for neighborhood park facilities in unserved areas.

There are approximately 194 acres of passive recreation areas in Hudson currently, providing more than 9 acres per 1000 population. The City should continue to acquire passive recreational areas that are environmentally sensitive and contribute to the overall environmental quality of Hudson.

In addition to improving the availability of recreation facilities, Hudson needs to improve access to and between neighborhoods and parks. Many residential neighborhoods have no access to recreational areas. A top response in the 1990 survey was to increase multi-purpose trails throughout the community. Map 6 indicates the proposed trail system for the City.

The proposed trail plan is designed to provide improved access between neighborhoods and activity centers. The trail plan is a combination of new multi-purpose paths to be developed and bike lanes to be designated on existing roads, and should be required

by the Subdivision Regulations. The City should establish a multipurpose trail system in cooperation with the Park Board, Hudson Land Conservancy Inc., the School Board, Home Owner Associations, and property owners. The proposed trail system should also be coordinated with regional trail systems and the recommendations of the Resource Protection Plan. These trail connections should be included in all site plan and subdivision reviews processed.

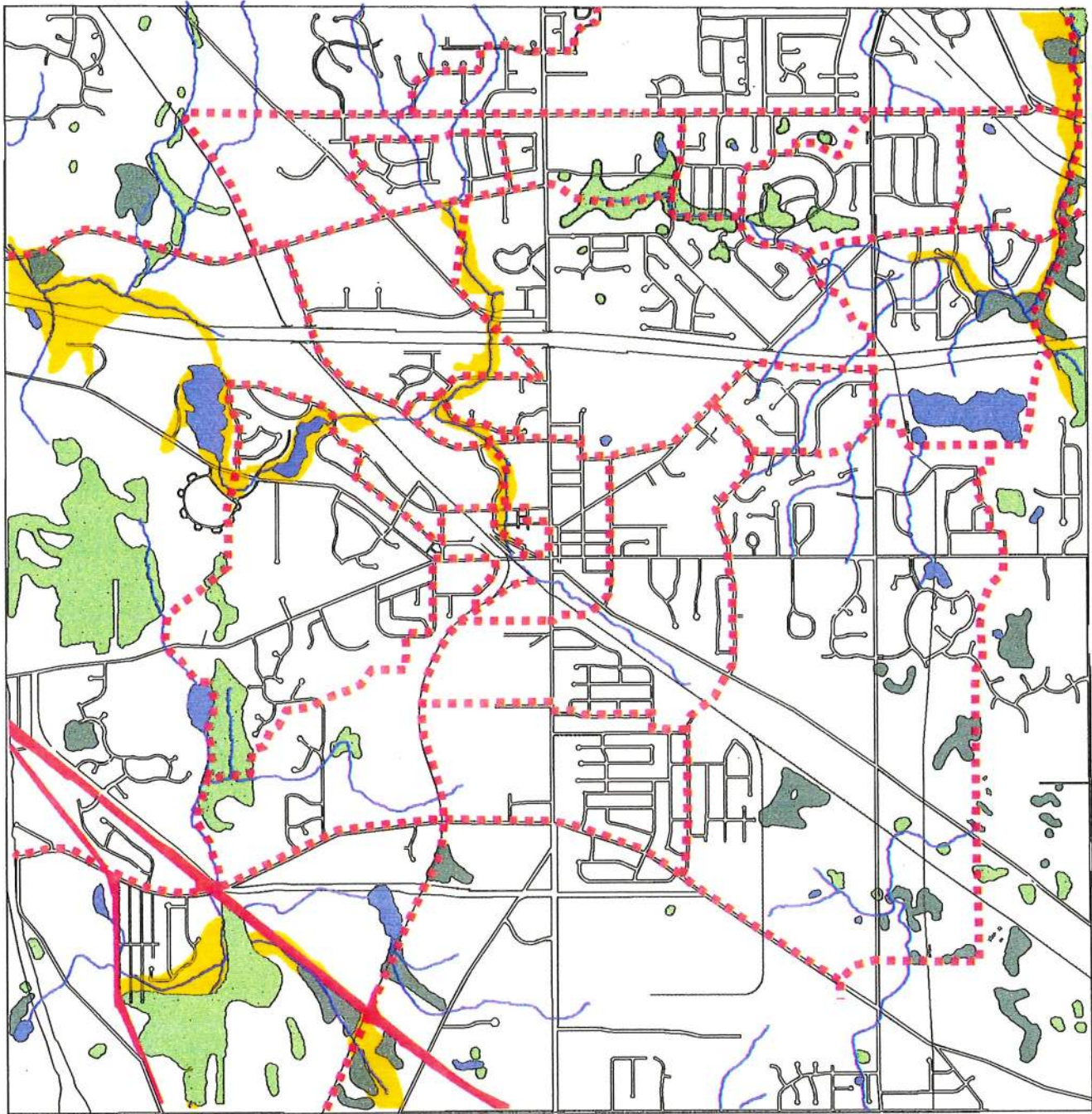
Open Space Preservation and Resource Protection

As the summary of existing park facilities indicates, the City of Hudson also has managed to preserve more than 194 acres as passive recreation areas. While some of this land should be developed to meet the growing demand for active recreation areas, the City should continue to acquire land for passive open space.

Open space areas contribute to the quality of life in Hudson. They provide views and scenic areas and maintain a portion of the rural atmosphere of Hudson of old and provide a crucial stormwater management component for city planning. The City should continue to preserve open space areas to maintain and improve Hudson. Open space recommendations can be categorized into three areas: resource protection; greenway connections; and development open space set-aside.

Certain areas within Hudson should be acquired and preserved due to the amount and quality of environmental characteristics present. The Park Board, Hudson Land Conservancy, or other capable organizations should evaluate lands within Hudson to determine the environmental quality and pursue acquisition or conservation easement based on the results of the evaluation. The following criteria should be used to determine areas that should be preserved.

1. Does property abut or contain water resources (a stream, pond, wetland, bog, swamp or marsh)?
2. Is the property part of a public water supply watershed (aquifer recharge areas, well field, etc.)?
3. Is the property important for maintaining water quality? (Does it have water resource buffer or protection value; protect ground water supply from development or pollution?)
4. Does the property have importance for surface water drainage or flood control or as a potential storage site?



Bike/Hike Path Plan with Sensitive Areas


MAP 6

- Potential Wetland Areas
- Flood Plain Areas
- Streams and Waterways
- High Quality Potential Wetland Areas
- Proposed Bike/Hike Path System

City of Hudson Village Comprehensive Plan

Hudson Village, Ohio

August, 1995

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North ↑

5. Is the property part of a flood plain or helpful for erosion control?
6. Does the property contain endangered or special species of plants or wildlife?
7. Does the property have unique or unusual ecological features?
8. Does the property have value as a part of a migration route or wildlife corridor?
9. Does the property abut or buffer any of the above or connect with other protected lands?
10. Does the property constitute the only remaining open space in otherwise developed area?
11. Does the property form linkage with, or is it a part of, other protected lands?
12. Does the property have value for outdoor recreation or education (walking, skiing, bird watching, etc.)?
13. Does the property have potential to be part of "clustering" development (to protect such lands due to development proximity or suitability)?
14. Does the property provide scenic views or landscapes? (Does it have unique characteristics such as attractive foliage, unique trees, varied topography, visible water, etc.?)
15. Does the property provide viewpoints or overlooks?
16. Does the property provide visual buffer against development or eyesores?
17. Does the property abut or enhance other protected properties, trail corridors, historic sites or structures, etc.?
18. Does the property contain trails or have potential for trails (hiking, biking, etc.), or other possibilities for outdoor recreation?
19. Is the property presently or recently used for farming?
20. Is the property the only remaining farmland in an otherwise non-agricultural area?
21. Does the property have tree canopy preservation potential?

Greenway Connections

Greenways are corridors that link areas of undisturbed natural habitat. Such corridors provide a passage of wildlife to travel from one sector or a community to another. Stream corridors are the most identifiable examples of greenways, but greenways can also be passages of undisturbed trees that have been protected from development and link natural areas.

Hudson should maintain as well as recreate greenway connections through the community. The greenway corridors should be a minimum of fifty (50') feet wide. Greenway corridors can serve a dual role of resource/habitat protection as well as hike/bike trail areas. In any area where it may be appropriate to combine a greenway and multipurpose trail, the trail shall have a maximum width of nine (9') feet to prevent disruption of plant and animal habitats and/or ecosystems, as well as to maximize canopy protection and avoid fragmentation. The City should also require twenty-five (25') feet streambank setback/clear zone, prohibiting clearing or cutting of vegetation or natural features within 25' of each side of a streambank. This recommendation will not only accomplish the objectives of creating greenways but will also improve stormwater runoff and overall water quality management.

Development Open Space Set-aside

The third component of the open space plan is the role that land set-aside plays as part of the rural residential conservation development plays. The rural conservation concept described for residential development on page 18 is intended to provide additional space in new developments in keeping with the intent to preserve natural areas in Hudson.

The intent of the rural conservation concept is also to preserve those areas that are particularly environmentally sensitive. To accomplish this, the City should establish guidelines and criteria to direct both City staff and developers to protect appropriate areas. Guidelines similar to the resource protection criteria should be established and incorporated into site plan review and subdivision approvals. The Index of Environmental Integrity mapping and evaluation system will accomplish these goals.

The quality of maintenance and preservation of existing and future dedicated areas within residential developments determines the effectiveness of land set aside. The City should work with homeowners associations and the Hudson Land Conservancy to establish maintenance and management guidelines that are acceptable to all parties involved.

The City should also encourage developers to submit management plans for areas dedicated for open space. Such management plans should outline the management objectives, define responsibilities and outline procedures for maintenance.

Environmental Integrity Guidelines

The City of Hudson Village must establish programs to protect the environmental sensitivity and integrity of the community through the consortium approach mentioned earlier. As development continues to occur, land that is currently open will be built on or paved over. Although this is an inevitable part of American life, a community can take steps to minimize the impacts of land development.

Hudson should also pursue the appropriateness of establishing a stormwater management utility within the City. Stormwater management is an important component of growth management. It is important for maintaining water quality and preventing erosion, but also for prevention of flooding. The City should begin consideration of such a system today in order to avoid fixing a very expensive problem.

In support of stormwater management, the subdivision regulations should be revised to require streambank setbacks. Stream corridors are natural stormwater managers and setback requirements can improve a stream's ability to function effectively and protect its integrity. The City should also pursue active participation in the Ohio Department of Natural Resource (ODNR) nonpoint source management Nature Works Program which provides funds for restoration of riparian corridors.

The remaining wetlands are an important attribute of Hudson's overall ecosystem. The location of potential wetlands have been mapped and ranked based on wetland quality. The remaining wetland areas are important to the overall water system and are illustrated on Map 6. The land use concepts recognize the importance of protecting the remaining wetlands. A minimum setback of one hundred (100') feet from high quality wetlands should be established for new development. As recommended in the policy statements, the city should commence a study which identifies the location and quality rating of wetland ecosystems, and plant and animal communities. An illustration of this recommended study is shown in Appendix A.

Community Facilities and Infrastructure Plan

Community facilities and infrastructure are very important components of a growth management strategy. It is critical that Hudson develop a system whereby new development occurs in accordance with the City's ability to provide services.

Today, planning for community facilities and infrastructure are, for the most part, reactionary; the City must respond to unpredictable demands created by new development. The City should strive to alter this situation. Hudson should enact a system where community facilities and infrastructure determine where new development occurs, rather than development determining where services are to be extended. The following policy statement set the foundation for future decisions regarding community facilities and infrastructure.

Control over infrastructure and community services is a vital aspect of the economic development strategy. Hudson must be able to control the location and extent of limited infrastructure resources so that they are available to support the goal of generating additional industrial tax revenues.

Community Facilities & Infrastructure Policy Statements

The following policy statements were developed in order to guide the City toward such a vision for a coordinated community infrastructure and services system.

General Policy

Community Infrastructure elements such as water and sewer lines, roads, electric power, and public services such as police and fire facilities will be constructed only in conformance with an adopted growth management strategy.

Implementation Policies

1. All new development will be required to be served by a public water supply.
2. Policies for use of common facilities such as parks, libraries, Barlow Community Center and schools should be reviewed to encourage joint usage wherever possible.
3. Retain ownership of the electric distribution system and encourage expansion of the Electric Department to include the entire city to provide support for industrial and commercial development.

4. Road improvements that could improve access and response time for the Hudson EMS and Fire Departments should be implemented. Improvements include Oviatt Street connector and an emergency Traffic Light Preemptor System.

5. City Police Department facilities should be centralized in one location.

6. The City Administration should take a proactive role in identification and redevelopment of parcels of land in the downtown core to ensure maximum appropriate utilization.

7. In conjunction with policies established for the Historic Core, alternative sites for the existing Service Center, Electric Department and School Bus Garage should be pursued to improve traffic flow in the core area and provide additional land for supporting retail, office and appropriate public uses.

8. The City should establish a long range capital improvement plan in order to reduce costs and increase predictability for each utility

9. The City should pursue the establishment of a stormwater management program as part of an overall system to improve drainage within the Hudson.

10. Infrastructure improvements should be targeted to support economic development within the City.

Community Facilities & Infrastructure Plan

As previously mentioned, community facilities and infrastructure are very important components of a growth management strategy. However, at the time of preparing the Comprehensive Plan several factors make it difficult to assess the current and future status of Hudson's community facilities.

Two primary factors are involved. First, the City of Hudson Village has multiple water providers and the current village water treatment plant that is operating at capacity. The City leadership is in the process of determining how water service will be provided to the community. Second, the City of Hudson Village is a young city in that the merger of the Village and Township occurred in January 1994. It is difficult to analyze the structure of the City's community services because previously separate funding sources are now being combined. Funding levies for roads, for example, expire at separate times and the City leadership is in the process of assessing its ability to provide for continuing road maintenance.

The City is currently engaged in the following studies which influence future community facility planning and address current deficiencies in community services

1. Sanitary sewer system improvement plans to connect to the Cuyahoga Valley interceptor and to expand services in the S.R. 303/Boston Mills Road area.
2. New centralized police station location study.
3. New service department location study.
4. Water treatment plant expansion plan.
5. Water system improvement and expansion plan.
6. Electric system expansion plan.

It is recommended that all of these independent studies and plans adhere to the policies outlined in this Comprehensive Plan. Since these plans are currently being conducted to determine and quantify deficiencies, it is important that the City establish interim development control mechanisms. This will allow Hudson to evaluate proposed development based on the proposed impact on community services and infrastructure and accordance with the land use concepts recommended by this plan. This way they may be an integral part of the overall growth management strategy that the City of Hudson Village needs to ensure its vision for the future. A general summary of the City's community facilities is described below.

Police, Fire and Emergency Medical Services

The City of Hudson Village's police, fire and emergency medical services are all operating within acceptable community standards based on today's population. Current staffing and personnel are within operating needs, but facilities are not. Continued population growth at the recent pace will require extensive public expenditures to meet the growing needs for police, fire and emergency medical services. The City is currently evaluating locations for a centralized police station. Each of these community services should continue to monitor growth within Hudson and plan for additional personnel and equipment appropriately. The City should also work with each of these service providers to ensure adequate emergency access routes are provided to all portions of the City.

Water

Improvement of the water distribution system will be a focal point for the immediate future. Last year a detailed study was completed that identified existing Hudson Village Water Treatment Plant and delivery system deficiencies. Furthermore, there are four different system providers within Hudson -- City of Hudson Village, City of Cleveland, Summit County, and City of Akron. Major system deficiencies exist with the Summit County and Akron systems. This multiple provider system is not consistent with the goals of creating an integrated growth management plan for the community or for targeting infrastructure for economic growth. Also, a large portion of residential users (over 70%

outside the City's current water service area) are dependent upon individual wells. These well systems have created a scattered system of water service types throughout Hudson. Finally, the City currently has no emergency back up provision for the existing Hudson wellfield and water treatment plant.

It is difficult to meet the goals of providing service for additional industrial uses since the water system is currently operating at capacity. This hinders economic development and the City's ability to increase revenues generated by income tax and nonresidential property tax.

Sanitary Sewers

Sanitary sewer facilities are currently provided by the City of Hudson Village and the Summit County Department of Development Services. The City is currently completing engineering design for connection of their sanitary sewer lines to the Cuyahoga Valley Interceptor. The City is also planning for expansion of Hudson sewers in the Boston Mills Road/S.R. 303 area. These actions will correct the pollution problems in Brandywine Creek and will allow for upgrading of the creek system as a recreational resource and will expand opportunities for industrial/office development in the State Route 8 and 303 areas..

Storm Sewers

There is currently a persistent need to develop an overall stormwater management plan for the City. Recurring flooding exists from an inadequate drainage system and previous development within floodplain areas. The Comprehensive Plan recommends two immediate actions in this regard:

1. Requiring all new development to be designed to the standards of 100 year floods.
2. Development of a storm water management utility for the City.

Conclusion

Hudson should strive to control the community facility and service infrastructure that serve Hudson residents. The success of a growth management strategy is seated in the City's ability to establish predictability. The City's capabilities of establishing such predictability are limited if third party providers are outside of operating procedures controlled by City planning policies. The City should concentrate its efforts on expanding services to existing and new areas identified as industrial/office development to encourage economic development. Hudson should also focus on addressing existing service deficiencies, recognizing the improvements and costs associated with such deficiency reduction. The City should plan infrastructure improvements based on an adopted Capital Improvement Plan projected for five to ten years.

TRANSPORTATION PLAN

"The days 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. [While long since paved, these roads were never designed to meet the needs of a highly mobile automotive age.]"

1978 Village Comprehensive Plan

The above passage puts into context the issue that is facing Hudson regarding the City's transportation network. Transportation is an important part of effectively developing a growth management strategy. The Transportation Plan has been designed to complement the land use concepts and address the needs of the City in the future.

The goal of the Transportation Plan is to create a transportation network that protects the rural small town character of Hudson and to enhance connections between neighborhoods and core activity areas. The Transportation Plan was prepared by the Comprehensive Plan Steering Committee, in particular the Transportation Subcommittee, with assistance by PKG consultants.

The Transportation Plan recommends a variety of actions to be taken by the City to accomplish this goal. The Transportation Policy Statements provide an official guide for decision making regarding future transportation improvements.

This section is divided into four elements:

1. Transportation Policy Statements
2. Functional Classification System
3. Hudson Standard Roadway Cross Section
4. Summary and Implementation

Transportation Policy Statements

The Policy Statements, developed by the Steering Committee, represent the foundation for the Transportation Plan.

General Policy

To create a transportation network of diverse design that protects the rural small town character of Hudson, enhances connections between neighborhoods and core activity areas and minimizes heavy volumes of through traffic.

Implementation Policies

1. Adopt requirements of a Traffic Impact Analysis for all new and expanding development.

2. Establish an overall Functional Classification system for all roads with design guidelines, and speed limit assessments tied to the Classification System.

3. Aggressively pursue the extension of Norton Road and the development of the Seasons Road Interchange.

4. Remain pro-actively involved in the S. R. 8 improvement program to assure proper linkages and access for Hudson.

5. Pro-actively lobby for inclusion of a downtown rail service station as part of regional and state railway commuter plans.

6. Retain S. R. 303, Middleton, S. R. 91, Valley View, Stow, Boston Mills, Hines Hill, Terex, Barlow and Hudson Aurora Roads as two lane roads with utilization of appropriate turn lanes to improve traffic flow. City Policy shall be to discourage construction of new lanes on existing roadways.

7. To reduce congestion and promote the economic, social and cultural strength of the historic center, pursue a detailed system of traffic alternative around the downtown core by providing a linked network of secondary access roads to regional arterials as indicated on the concept map.

8. Consider pedestrian walkways and bikepaths as an important component of all road reconstruction and new construction projects.

9. Pursue the construction of the South Oviatt Loop to improve emergency vehicle access.

10. A collector street is proposed to connect with Milford Road. Traffic controls should be strategically located to prevent these streets and existing adjacent streets (specifically Trumbull Drive, East Case Drive, West Case Drive, Hamden Drive and Hartford Drive) from being used as arterials. Such controls could be one-way, stop, no left turn, load limit designations and traffic barriers. This collector street will form an inner, half loop that will afford City residents convenient access from residential areas to schools and shopping and major thoroughfares without necessitating travel through the City Center.

11. Support development of an overall comprehensive bikepath plan to be implemented through zoning and subdivision regulations, park district development plans and input from the Hudson Land Conservancy. Interconnect all subdivisions by bikepath and walkway to the downtown core, school campuses, parks and the National Recreation Area.

12. Support development of well defined ingress egress routes to industrial areas with particular emphasis on signage to help minimize truck traffic impact on other Hudson roads.

13. Adopt an overall traffic operations plan within the framework of the Comprehensive Plan which will create a linked network of secondary access roads. This operations plan should be implemented through highly visible signage, intersection improvement projects, appropriate use of turns lanes and use of "no left turn" policies.

14. Adopt new subdivision regulations that allow for narrower road design scenarios that emphasize conservation and growth management techniques in order to create neighborhoods compatible with the rural character of the community. Subdivision standards should emphasize preservation over pressures of growth, earth above earth movers, and land/building proportional ratios should be addressed.

15. Should it be deemed necessary in the future, a secondary access road should be pursued in the south-east quadrant of the City to assure adequate emergency vehicle access. Traffic controls should be strategically located on any such road and existing adjacent streets to prevent them from being used as arterials. Such controls could be one-way, stop , no left turn, load limit designations and traffic barriers.

16. Continue to plan in cooperation with other local, regional and state transportation agencies, recognizing the impact that projects outside of Hudson have on the City's transportation network.

17. Establish a program to analyze unsignalized intersections of arterial and collector streets to determine compliance with safety standards related to sight distance and advanced warning signage.

18. Pursue designation of Hudson Drive, one way south, from S. R. 91 to Terex Road.

19. Pursue the construction of an extension of Terex Road north to Boston Mills Road.

The following statements further describe some of the recommendations of the Policy Statements.

Several new road connections are recommended to improve emergency access and connections between neighborhoods and throughout the City. These roadway connections are a combination of recommendations presented in the 1978 Village Comprehensive Plan, the 1991 Township Comprehensive Plan, and projects being considered by the Akron Metropolitan Area Transportation Study (AMATS). These new

connections are described below and illustrated on Map 7.

1. Continue efforts to create a State Route 8 interchange at Seasons-Norton Road; connect Seasons Road and Norton Road; and extend Norton Road to the east to Barlow Road and the proposed Portage reliever route.

2. Improve and extend Hudson Gate Drive east to Darrow Road/S.R. 91 at Georgetown Road; and extend Georgetown Road northeast to Barlow Road.

3. Pursue construction of a north-south reliever road in Portage County, connecting I-480 to extended Norton Road.

4. Extend Terex Road north of S. R. 303 to intersect Boston Mills Road.

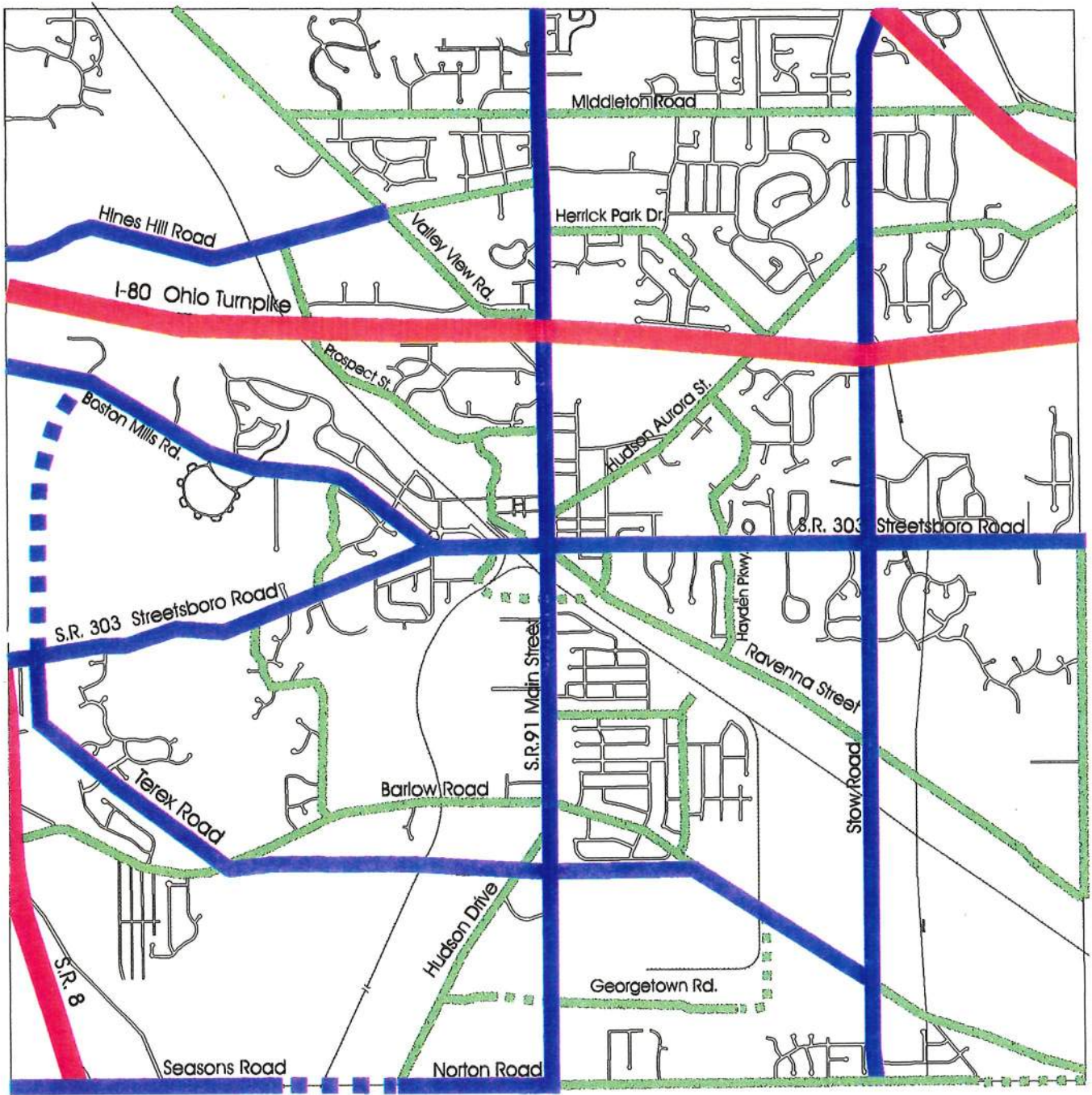
5. Extend Oviatt Street south and west to connect S. R. 91 and extend to Milford Road, west of the Railroad tracks.

Roads outside the enterprise zone should remain two lanes wide. The intent is to allow industrial roads to expand to meet the needs of additional truck traffic, but to maintain existing road widths in the remainder of the City, constructing turn lanes as needed. The implication of this policy is to limit the capacity of the roads by preventing the construction of additional lanes.

The City must manage the roadway network's traffic operations in order to utilize the network to its full extent. The City should establish traffic operation standards to effectively manage the network within the constraints set forth for maintaining lane widths. The Guideline Manual for the Preparation of a Traffic Impact Study adopted by the Township in September of 1993 should be included in traffic analysis requirements for new development.

The use of modern traffic operational procedures can be a cost effective way to address traffic congestion. General recommendations regarding the types of traffic operational techniques that the City should investigate to improve traffic flow including closed loop traffic systems, demand response time systems and restricted traffic flow during selected time periods.

Specifically, restrictions to traffic flow could include no left turns at major intersections during peak hours, creation of one-way streets, or operating reversible lanes to respond to peak hour traffic flow and congestion. The City should also create and adopt an overall access management plan for the Outer Village Commercial Corridor along S. R. 91.



Transportation Plan Map

- | | |
|---------------------|--|
| Freeways | |
| Arterial Roads | |
| Collector Roads | |
| Proposed Connectors | |

MAP 7

City of Hudson Village Comprehensive Plan

Hudson Village, Ohio

August, 1995

Pfum,
Klausmeyer & Gehrmann
Consultants



The Norton Road - Seasons Road extension and S. R. 8 interchange are very important components to the future transportation network, as well as for industrial economic development and management of truck traffic. AMATS is conducting numerous studies of the S.R. 8 corridor that will address limited access.

The recommendation of a downtown rail service commuter station is complementary to providing regional connections which will benefit Hudson residents as well as assist continuing efforts to maintain the viability of the downtown area as well as enhance and extend the vital services provided in the Downtown Core.

Hudson should pursue funding assistance for the preparation of plans and construction of bike paths as alternative transportation routes. The federal and state governments have recognized bike paths as viable alternative transportation routes. As such, funding for the planning and construction of bike paths has increased, primarily through Intermodal Surface Transportation Efficiency Act (ISTEA), and commands a portion of state funds allocated for transportation projects.

The City should pursue the creation of a defined truck route with both guide signs and restrictive signs such as "No Truck Traffic". Any such truck routing should strongly consider the impact of the Seasons Road/S.R. 8 interchange and neighborhood safety.

Functional Classification System

An important element of the Transportation Plan is the functional classification system. The functional classification system provides a hierarchy of roads and streets within Hudson. This hierarchy is based on the overall function that each roadway performs within the city's transportation network. These classifications provide the City with a basis upon which to make improvement decisions.

Freeways

The primary purpose of a freeway is to safely serve long distance interstate and regional trips at high speeds. As such, access is limited to widely spaced interchanges, and the crossings of local roads and streets are separated. The following roadways should be classified as freeways:

- State Route 8
- Ohio Turnpike 80
- State Route 14/Interstate 480

Arterial Roads

The arterial street system interconnects with the freeway system, it carries auto and truck traffic within, through, into, and out of the community. As such,

lanes should be 12 feet wide, and turning radii at intersections should be designed to accommodate truck traffic. Turn lanes should be provided at major intersections and busy driveways. Access to adjacent properties should be carefully controlled and parking along the street should be prohibited except where additional and adequate widths are provided.

Right-of-ways should be sixty (60) feet wide for designated arterial roads. The right-of-way should be sixty-five (65) feet at major intersections and busy driveways for the construction of turn lanes only. The right-of-way should be retained as is where S.R. 91 and S.R. 303 are currently four lanes. The right-of-way should be eighty (80) feet for arterial roads in areas zoned Industrial/Office.

At this time it is unclear what recommendations will be made for intersections of Hines Hill Road and Valley View Road with State Route 8. The type of intersection - at grade intersection or separated grade intersection - will impact the functional classification of these roads. The following roadways should be classified as arterial roads:

- State Route 91/Darrow Road
- State Route 303/Streetsboro Road
- Terex Road
- Stow Road
- Boston Mills Road
- Barlow Road south of Terex to Stow Road
- Seasons/Norton Road west of S.R. 91 to S.R. 8
- Hines Hill west of Valley View
- Terex Road north extension to meet Boston Mills

Collector Roads

The collector roads link the local streets with the Arterial network and provide circulation within neighborhoods. Parking may be allowed on collector streets to serve adjoining properties. Access to adjacent properties should also be carefully controlled for collector roads. Speed limits on collector roads should be less than on arterial roads. Pedestrian and bicycle routes are more appropriate on collector roads than on the arterial system.

Right-of-ways should be sixty (60) feet wide for designated collector roads. The right-of-way should be sixty-five (65) feet at major intersections and busy driveways for the construction of turn lanes only. The right-of-way should be seventy (70) feet for collector roads in areas zoned Industrial/Office. The following roadways should be classified as collector roads:

- | | |
|--------------------|-----------------------|
| • Barlow Road | • Hudson Drive |
| • Nicholson Drive | • Ravenna Street |
| • Valley View Road | • Atterbury Boulevard |
| • Middleton Road | • Hudson Aurora Road |
| • Prospect Street | • Morse Road |
| • Stoney Hill Road | • Sullivan Road |

- Herrick Parkway
- Norton Road, east of S.R. 91
- Oviatt Street with proposed connector
- Hines Hill Road from S.R. 91 to Valley View Road
- Hayden Parkway/Ogilby Drive with proposed connector
- Hudson Gate Drive/Georgetown Road with proposed connector

Local Roads

Local roadways should be planned and designed to achieve maximum protection of environmental features and topography. Road construction should compliment Hudson's sense of community, providing for pedestrian and vehicular safety, as well as providing the opportunity for curbs, sidewalks, streetlights, and street trees, in keeping with the Village character. Subdivision street design standards should be developed so that the City's standard right-of-way is defined at 60 feet for local residential streets. Design standards should maximize the use of this space for pedestrian amenities and environmental consideration while minimizing the need for additional outside utility easements. Pavement width should generally not exceed 24 feet for new development and 20 feet for Rural Conservation Districts. A reduction in the right-of-way to a minimum of 50 feet can be considered by the Municipal Planning Commission where site conditions and improvements warrant such treatment. Building line setbacks can be reduced to produce visual variety and interest, as well as protection of unique environmental conditions. Reduction in City standards can be considered where additional amenities are provided to achieve consistency with the Comprehensive Plan. Culdesac streets should have a turnaround radius of 50 feet at the end to accommodate school busses, utility vehicles, and delivery trucks. The width of local residential roads should be such that speed is adequately controlled and pedestrian safety is maintained. Roads not listed within one of the above classifications should be considered local residential roads.

Hudson Standard Roadway Cross Sections

The Hudson standard cross sections provide a guideline for the recommended manner in which new or reconstructed roads should be developed within the city. The cross sections are strictly for planning purposes, recognizing that issues concerning type of curb and gutter system and overall storm water management will be related to cost and maintenance decisions. However, values other than traffic and engineering standards are conveyed by roads. For example, roads can convey community character and quality of life types of ideas. The following diagrams illustrate suggested cross sections for each of functional classification category.

Adhering to the General Transportation Policy Statement to create a transportation network of diverse design that protects the rural small town character of Hudson, road cross sections are to be selected from those provided in this Comprehensive Plan based upon the road's functional classification and location, recognizing that said cross sections are graphic in nature and are not representative of the full extent of current or proposed required City improvements. Straight edge curbs should generally be used for all road reconstruction throughout the City. A rolled curb may be used in the lowest density areas to soften the visual impact of the road edge against the landscape. A clear or nonwhite curing compound should be used on all concrete roads and improvement surfaces. This coloration will lessen the visual impact of bright urban curb or sidewalks that are inappropriate in rural areas. This simple procedure will help to maintain the rural character of roads. For existing roads which are being reconstructed, following safety concerns, the most important road design element should be the preservation of trees and natural features along the roadway.

The cross sections for each functional classification category are illustrated on the following pages.

Summary and Implementation

The Transportation Plan is:

- Responsive to the Policy Statements
- Supportive of the Land Use Plan recommendations
- Representative of future travel demands
- An integral part of the Growth Management Strategy

The implementation of the Transportation Plan will require:

- A combination of funding sources
- Cooperation with other public agencies
- Dedication of right-of-way or other improvements as development occurs
- Development of a traffic modeling system to evaluate impacts of future development within the Growth Management Strategy

The integrity of the Transportation Plan depends on several factors:

- Ensuring the quality of design and construction of proposed projects
- Minimizing access points within the transportation network
- Requiring new development to provide internal circulation systems
- Requiring new development to connect with the planned transportation network
- Establishing ongoing maintenance, safety and operational resources

Interagency and intergovernmental cooperation and coordination will be important to the successful implementation of various elements of the Transportation

Plan. In some cases, the Transportation Plan recommends improvements that are outside of the City. While these improvements will impact and potentially improve the traffic circulation in Hudson, AMATS and other municipal and county governmental agencies will have to assume prime responsibility for carrying out these projects.

Regional cooperation will be important not only in order for Hudson to stay abreast of plans and opportunities, but also to be aware of impacts of various projects. Improvements to roads just outside Hudson's borders will influence the flow of traffic into the City. The City must recognize the impacts of such projects and respond adhering to the City's Transportation Policies.

Funding is also important to the successful implementation of the Transportation Plan. In today's environment of strong resistance to requests for increases in public funding support, finding funding sources is difficult. The City will need to pursue a variety of funding sources. This is likely to include a combination of public and private funding. Some alternative funding sources successfully utilized by other communities

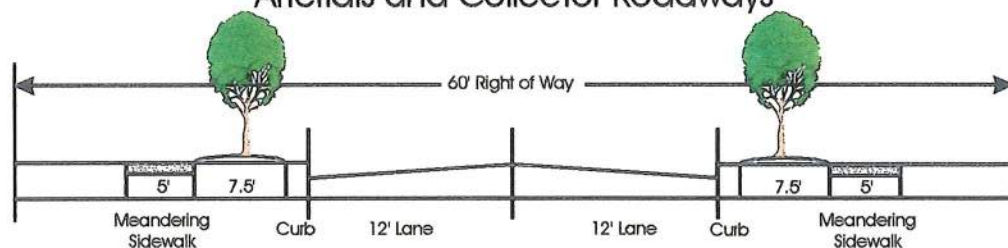
include tax increment financing for infrastructure, special assessment districts, and impact fee districts. Capital Improvement Planning, which involves the City adopting a five to ten year capital spending plan, is also an important component of successful funding and implementation efforts.

The Transportation Plan is a critical element in the management of growth and the overall economic well being of Hudson. Traffic in and through a community is probably the single largest deterrent of community character. Hudson is currently experiencing high volumes of traffic that have the potential of disrupting the quality of life in the community.

The Plan has established that the City should maintain the current lane widths on major roads outside of the industrial district. One way to increase roadway capacities is to widen roads. However this alternative is not viewed as an improvement to the City's quality of life and is considered likely to only serve to increase the amounts of traffic within the City without improvement. The City must recognize the implications and importance of the transportation network in the overall strategy of managing growth in Hudson.

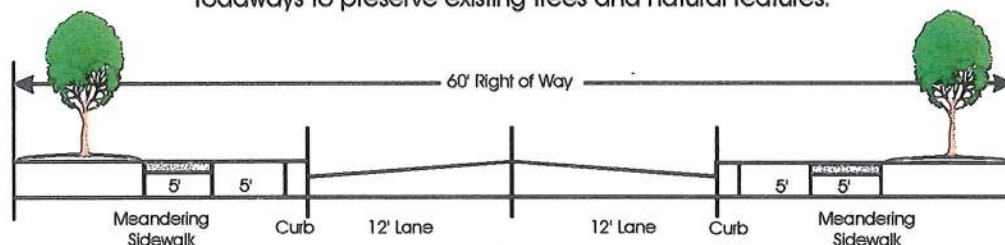
Cross Section Illustrations

Arterials and Collector Roadways



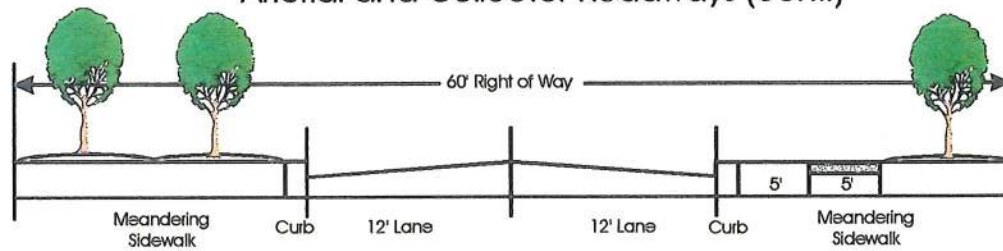
Right-of-ways should be 65 feet at major intersections and by driveway for turn lane construction only.

The Cross sections below are for existing arterial and collector roadways to preserve existing trees and natural features.

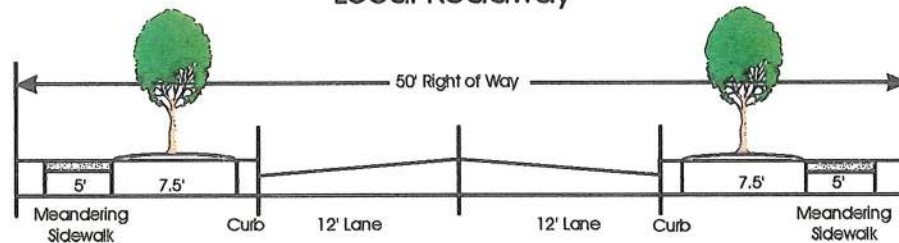


Cross Section Illustrations (cont.)

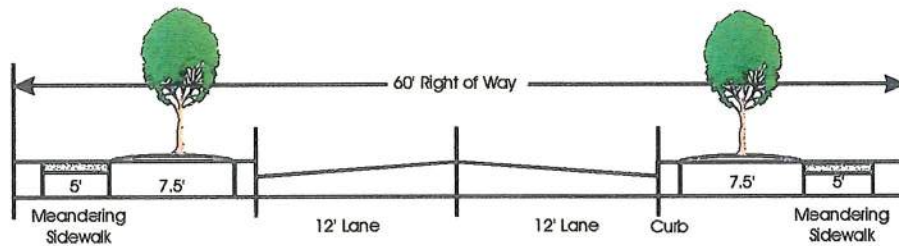
Arterial and Collector Roadways (cont.)



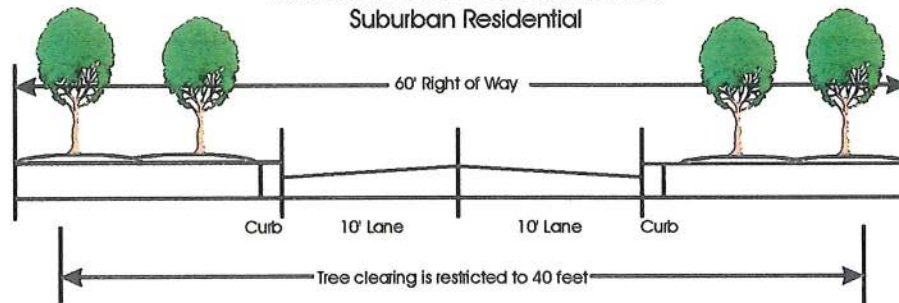
Local Roadway



Local Residential Roadway Outer Village Residential Village Residential



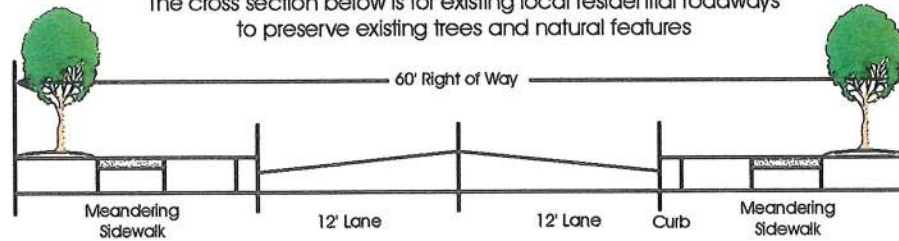
Rural Residential Conservation Area Suburban Residential



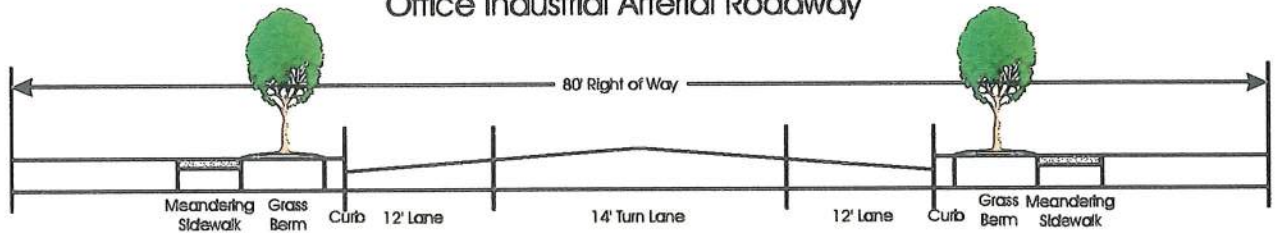
Cross Section Illustrations (cont.)

Local Residential Roadways

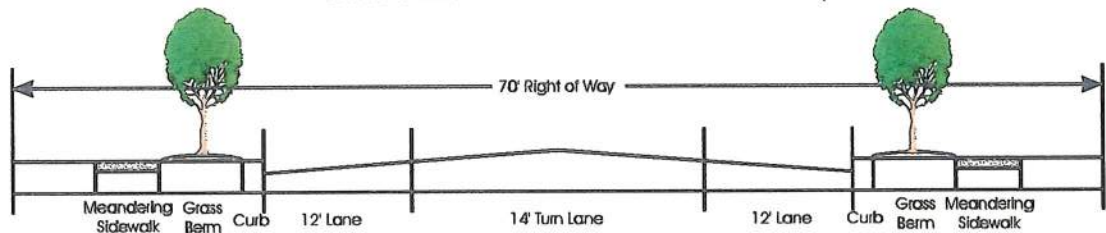
The cross section below is for existing local residential roadways to preserve existing trees and natural features



Office Industrial Arterial Roadway



Office Industrial Collector Roadway



HISTORIC CORE PLAN

Downtown Hudson is known for its special historic quality, a well preserved New England style village. Fine historic buildings, the Green Extension, clock tower, the scale and the architectural character provides a unique quality to Hudson. The residents are particularly proud of their historic downtown. This unique resource has well rooted into the social and cultural milieu of Hudson and the life of the residents.

However, the recent years of economic growth and the inevitable revolution of technology and modernization have brought many problems to the downtown historic core. The pressure for expansion and growth is threatening the unique qualities, so zealously guarded by its residents. The problems of traffic congestion, parking, new development, pedestrian conflicts, and diminishing retailing activity are noticeable.

The Historic Core Plan attempts to provide solutions and strategies to resolve these problems and guidelines for future growth to preserve Hudson's unique quality. The purpose of this Historic Core Plan is to enhance the Hudson "Sense of Place".

The Planning Process

The planning process for this Historic Core began as a Comprehensive Plan approach, with major new input of citizen report and participation. The policy statements listed below have been refined by the Historic Core Committee, but their basic contents are the comments reflected by the residents during two open house citizen participation meetings which were held on September 17 and 18, 1994, and the leadership interviews of 24 Hudson residents selected by the Steering Committee which took place in late September and early October, 1994.

The Plan Concepts are a result of the policy statements. The Plan Concepts and Short and Long Term Design Goals are preliminary, and their details should be developed by in-depth urban design studies. City approvals, implementation strategies, developer solicitation and funding (private, local and federal) must be identified and raised.

Historic Core Policy Statements

The following statements outline the basis upon which future decisions should be made for the historic downtown core.

General Policy

The small town character and charm of Hudson is defined by the historic center. The center of the Village should remain the focal point of the community con-

tinuing the pattern of a New England town with a central Green. To protect this character, specific use and design guidelines should be developed which will encourage retention of appropriate public uses, expansion and support of community/specialty retail and office uses, and encourage development of a pedestrian friendly atmosphere.

Implementation Policies

1. The primary "focus" for the City character is the Green and the surrounding area. This focus should not be diluted. However, in the long term the area behind the Main Street stores is appropriate for redevelopment of additional retail, office and public uses and should be zoned appropriately.
2. All specialty and community focused retailing should be confined to the Downtown area and not be allowed to proliferate in a strip manner along SR. 91 and S.R.
3. In order to support desirable retail, office and public use, an overall parking plan emphasizing adequate configuration, location, identification and landscaping design should be developed. The existing parking areas in the downtown core should be studied for better usage.
4. Identify and support reuse strategies that will eliminate uses incompatible with the small town character of Hudson Core, i.e. inappropriate industrial uses and service facilities with a high traffic generation component. Retail and other commercial uses which are similarly incompatible in scale with the character of the Downtown Core shall be discouraged.
5. Support development of a system of pedestrian-bike linkages to the following areas: Main Street, Evaporator Works, Hudson Plaza, the Green Extension and Turners Mill.
6. Encourage development of a downtown traffic plan that mitigates a pedestrian unfriendly atmosphere and provides improved access for local businesses.
7. Retain the current road width of S. R. 91 and S. R. 303 through the Historic Core area except for the judicious use of turn lanes to improve pedestrian and vehicular access.
8. The Green Extension are invaluable open space resources for the Historic Core and shall be retained as Open Space.
9. Pro-actively lobby for inclusion of a downtown

rail service station as part of regional and state rail commuter plans and support use of the existing station building.

10. The Hudson Library and Historical Society is a valuable core function which should remain in the downtown core.

11. The historic buildings in the downtown/historic core should be protected and maintained. There shall be appropriate preservation of historic architecture and strict guidelines with respect to new construction or renovation. If an historic structure is endangered, an adaptive reuse should be pursued. As a last resort, moving the structure should be considered.

12. Explore the possibility of making East Main Street one way (going north) and adding angle parking on the east side of East Main.

13. Recommend no left turn from Park Lane to Main Street.

14. The use of tree lawns with trees and walkways (sidewalk, bikepath or a combination of both) should be developed on all roads, new and old, where feasible.

15. A zoning change to accommodate residential use on the second floor of downtown core buildings should be encouraged.

16. As a long term goal, a pedestrian and bikeway system along Brandywine Creek in conjunction with the revitalization program of the railroad should be pursued.

17. A pedestrian and bikeway system along Morse Road and Prospect Street should be implemented.

18. The street patterns in the downtown core should be analyzed for improving pedestrian and vehicular movement.

19. The Tree Planting and Street Beautification Program in the downtown core should be reactivated city-wide, with special emphasis placed at the 91 and 303 intersection.

20. Future new commercial buildings in the downtown core should have parking in the rear and setbacks close to the street as in the Historic District with the planting and sidewalks and entrances to the front as well as the rear.

21. Enact Overlay Zoning Guidelines which encourage and support retail usage along Main Street.

Historic Core Plan

Existing Community Character

- New England-style village with public Green as a central space surrounded by well preserved historic buildings.

- Main Street environment consists of civic and business uses surrounding the central green. Main Street appears to be healthy; however, there are continuing concerns with high rents, vacancies and the need for a better retail mix.

- The axis of downtown lies at the intersection of two main arterial roads - S.R. 91 and S.R. 303.

- Streets lined with predominantly one or two story buildings, appropriate for pedestrian scale, and are compatible with existing building and pedestrian uses.

- Primarily a combination of retail and service establishments with few public and institutional presence.

Problems/Issues of Concern

- Traffic movement and congestion on Main Street, S.R. 91 and S.R. 303 and particularly the intersection of S. R. 91 and S. R. 303.

- Parking convenience and shortage: the problem is more of convenience and easy access than of a shortage. Parking is perceived to be a problem of shortage due to the inconvenience.

- The conflict between pedestrian movement and the vehicular movement, specifically on Main Street. Lacks pedestrian friendly environment.

- The lack of strong pedestrian link between the various sub-areas of downtown core.

- Inappropriate land uses; industrial and storage uses in the downtown generate heavy traffic.

- The lack of a strong open space system, in spite of a large Green Extension, that could tie the downtown and the city together.

- The visual image consisting of landscape, signage, sidewalks, street furniture and lighting needs attention. The historic downtown Hudson character should not be altered, but improvements should be made that will make the downtown friendlier and more inviting. The parking areas behind the Main Street stores have neither adequate directional signage nor are they aesthetically pleasing, and they should be addressed.

- The lack of continuity in the building facade/edge blurs the definition of the Green. This isolates the green space and the buildings. At times, it takes on the character of a suburban shopping strip with parking in the front and the building set to the rear (auto oriented).

- The lack of a sense of gateways/entries into the downtown.

Potentials/Assets

- Unique quality and historic character gives Hudson a "sense of place" in a regional setting.

- Scale and size of downtown are suitable for a pedestrian friendly environment.

- Under-utilized Green Extension - there is potential for a strong open space/recreation corridor (pedestrian/bikeway) linking outlying neighborhoods with downtown core.

- Rail link and station - transit system for access to the region.

- 45 acres of land for potential development.

- Brandywine Creek is a desirable water element that can become a recreational corridor and aesthetic feature to the Historic Core.

Strategies and Solutions

In order to accomplish the goals/objectives of the Historic Core as stated in the General Policy and Implementation Policies Statement, a Historic Core Plan has been developed. This Plan will serve as a guideline for the growth and development of the downtown core. The Plan contains two components: Short Term and Long Term recommendations. The Short Term Plan focuses essentially around the Green Extension. The Long Term Plan looks at the issues of future development and expansion of the core. It also becomes an extension of the Short Term Plan, thereby building on the Short Term Plan as a natural process of expansion and growth to assure community vitality.

The Downtown Core areas are divided into workable and identifiable areas for data gathering and detail solutions as shown in the Sub-Areas of the Downtown Core Map, Map 8.

As a prelude to the Short Term and Long Term Plan, a Conceptual Plan framework is laid out which provide broad guidelines for the long and short term implementation recommendations in Map 9.

Conceptual Plan

- To consolidate the downtown core; immediate areas around the Green Extension. These areas include: Main Street North/South, Turners Mill, Evaporator Works, Brewster Square, Hudson Green East and Hudson Plaza.

- To develop Brandywine Creek and the open spaces into a recreation corridor and multipurpose link to various sub-areas of downtown and the outlying neighborhoods of the City.

- To develop gateway entries into downtown core at the entry points on S.R. 91 and 303 with key features such as signage, lighting, pylons, etc. which emulate a sense of doorways.

- To provide for retail expansion to the west of Main Street.

- To allow for mixed use in Hudson Green West A, B, C and Village South areas.

- To promote a commuter rail/transit system.

- To create a network of nodes/activity zones and a cohesive visual environment through landscape and streetscape improvements.

Short Term Plan

Consolidation and modification of key elements of the Plan to alleviate the immediate issues of concern as identified in problems. The Short Term Plan recommendations are illustrated in Map 10.

Key Elements

- To maintain retail on Main Street and around the Green.

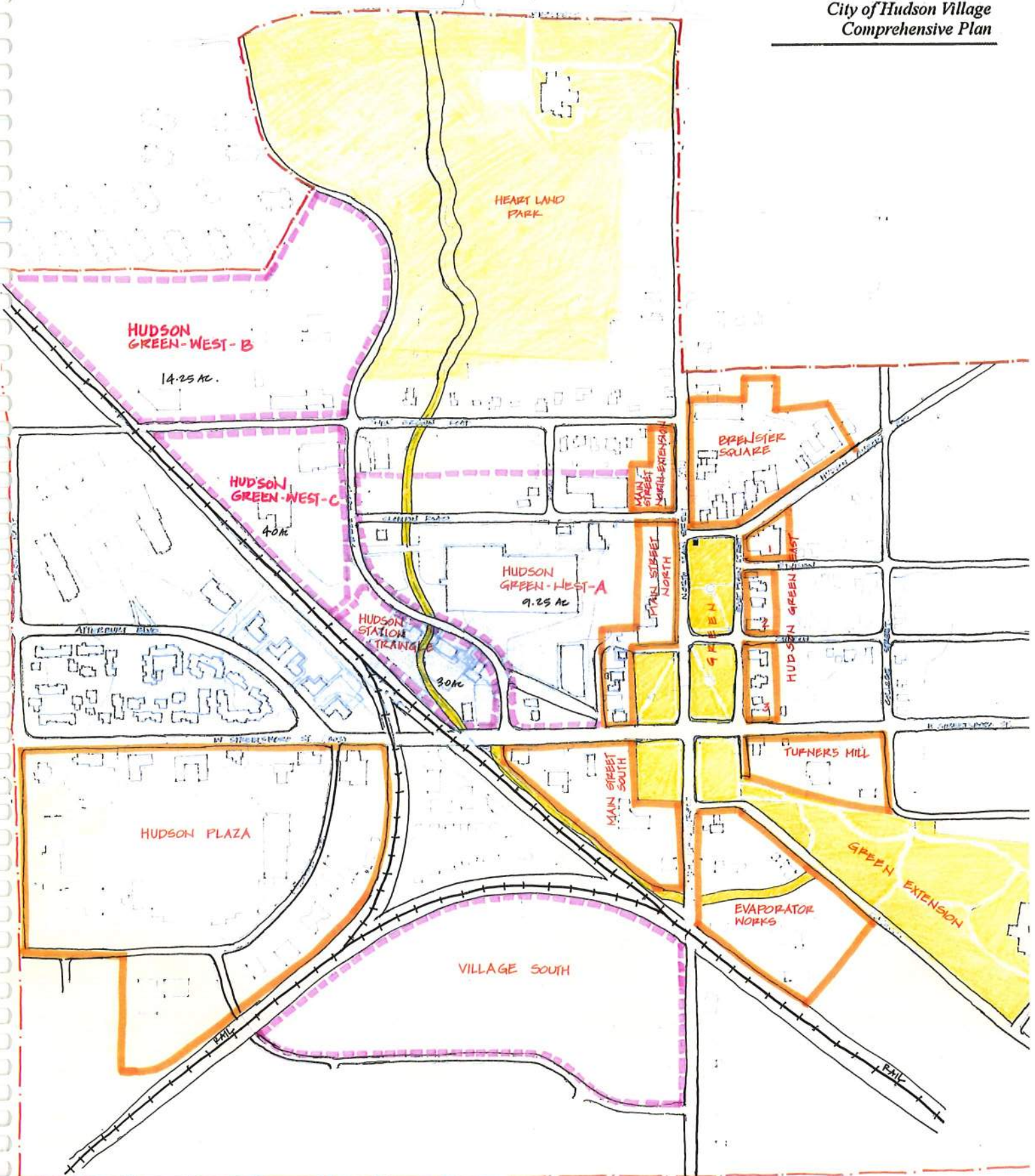
- Consider new infill of buildings to provide an enclosure to the Green and to enhance the Green and its usage. Infill in sub-areas of Main Street South, Turners Mill and Evaporators Works along the street.

- Possible relocation of public facilities around the Green in potential infill areas.

- Parking expansion/consolidation to meet the required capacity per zoning codes and convenience.

- Retain the architectural character, scale and style, to promote a pedestrian friendly environment and to preserve uniqueness of Hudson Historic Core.

- Traffic calming through new techniques such as paving, signage, curbs, bollards, etc. with special



Sub-Areas of Downtown

MAP 8

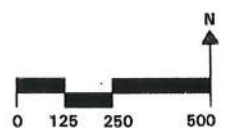
City of Hudson Village Comprehensive Plan - Historic Core

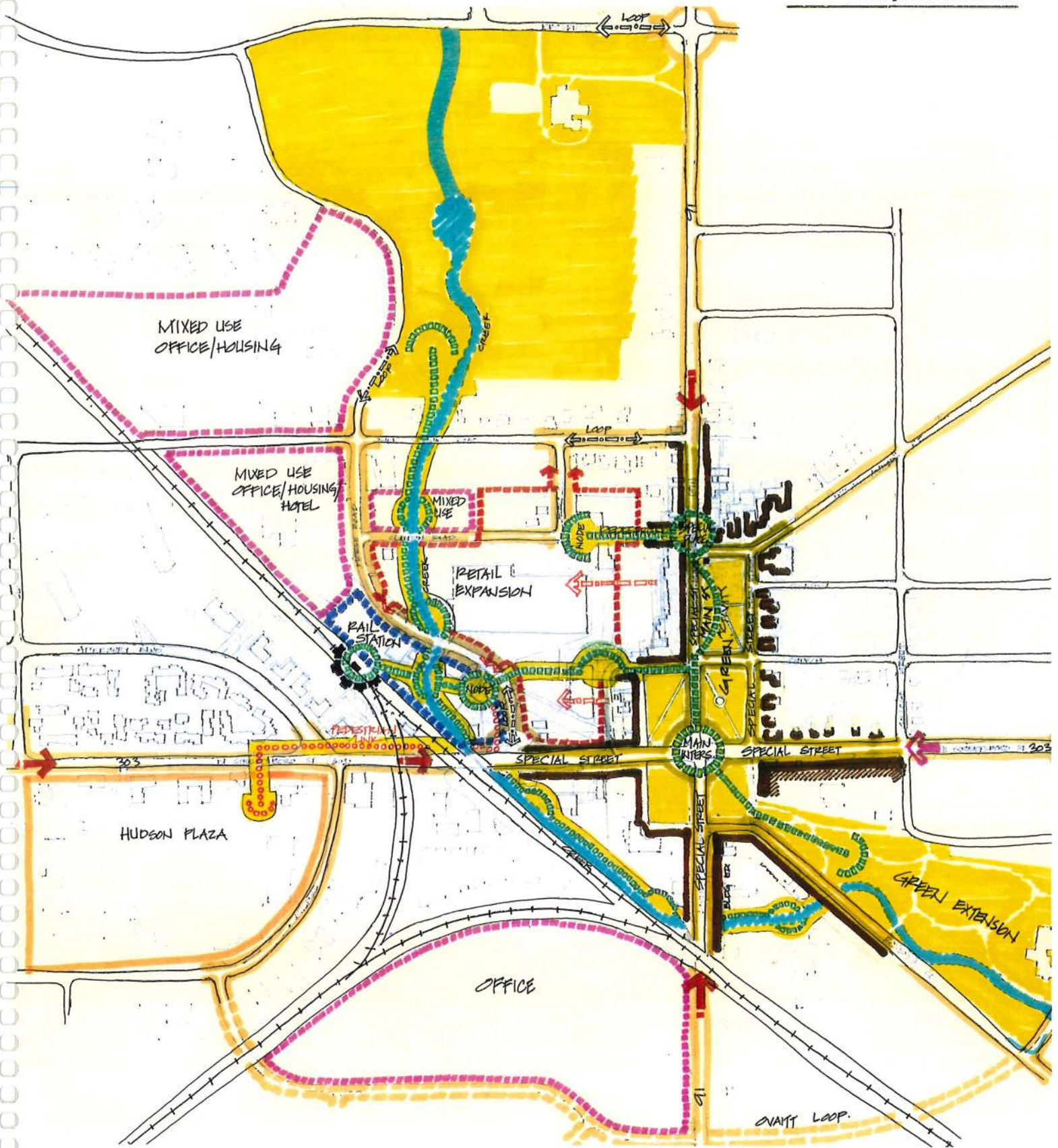
Hudson Village, Ohio

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Conceptual Plan

MAP 9

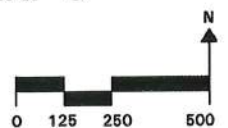
City of Hudson Village Comprehensive Plan - Historic Core

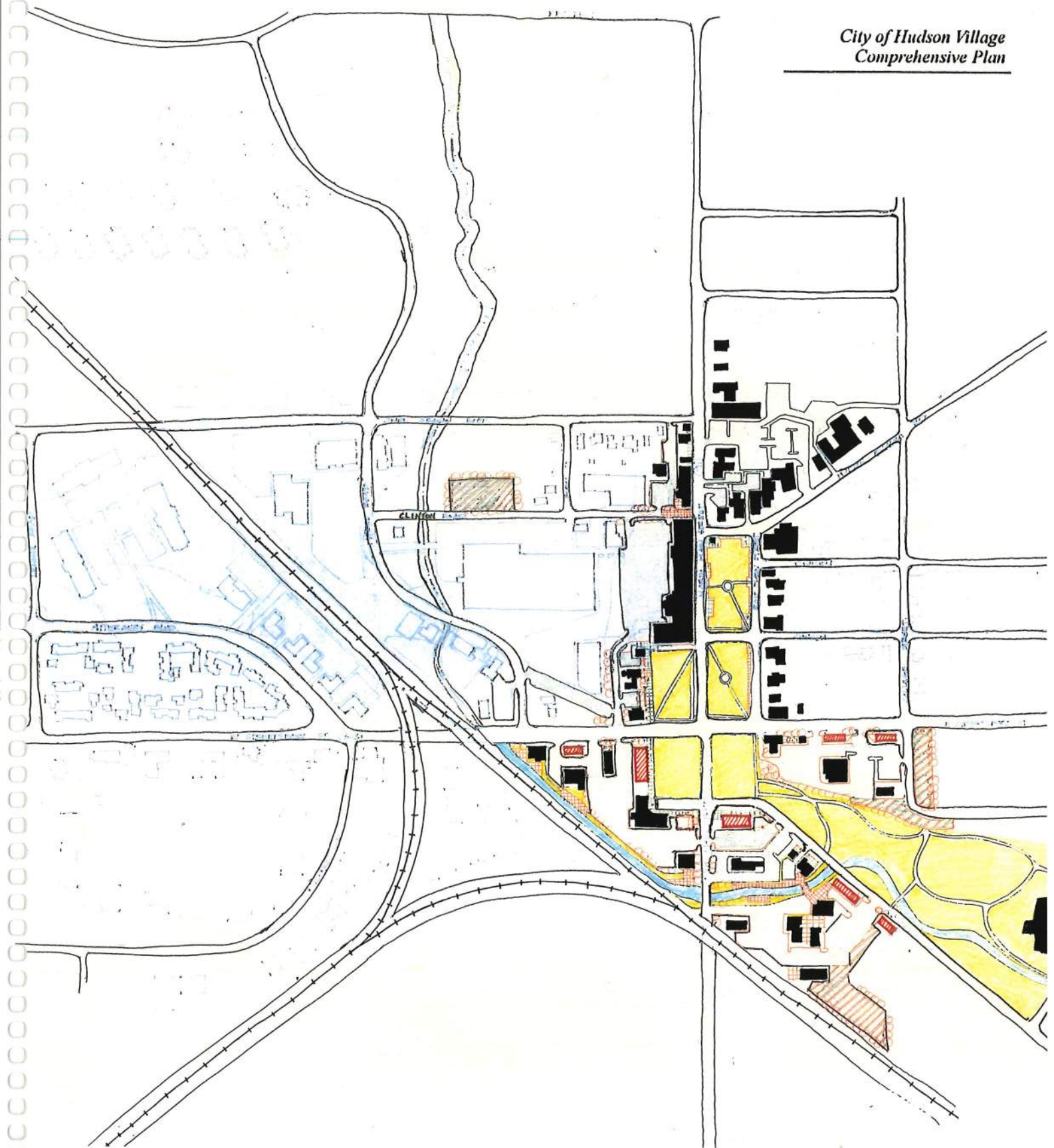
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INDEX

- Existing Buildings
- ▨ New Buildings
- Existing Parking

- ▨ New Possible Parking
- Green Space/System
- Creek

Short Term Plan

MAP 10

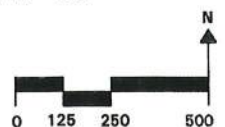
City of Hudson Village Comprehensive Plan - Historic Core

Hudson Village, Ohio

February 28, 1995

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emphasis on Clinton, Park Lane and S. R. 91 and S.R. 303 intersection.

- Investigate altering East Main Street to operate as one way going north and add angle parking on the east side of Main Street.

- A cohesive visual environment through landscape elements such as signage, street furniture, plazas, arcade, trellis, flags, fountains, etc.

- Investigate making Park Lane a two way street with right turn only from Park Lane to Main Street.

Long Term Plan

A land use analysis has been undertaken to establish the potential development areas and the extent of expansion. This analysis provides the guidelines for Long Term Plan. To enhance a "sense of place", the goals of the Long Term Plan are to plan for expansion of the Historic Core for future growth, to retain the unique quality of Hudson, and to build on the Short Term Plan as an evolutionary process. The Long Term Plan recommendations are illustrated in Map 11.

Key Elements

- Westward expansion of downtown - retail/service establishments and office/mixed use and possibly a hotel beyond in Hudson Green West A, B, &C areas.

- To provide easy vehicular access to the new expansion area.

- To make provision for parking per revised zoning codes to support the new concepts.

- Morse Road to be integrated into the recreation corridor for pedestrian and bike linkage.

- Location of rail station at the existing Hudson Station for easy link with pedestrian system, parking and employment core.

- Green Space/Brandywine Creek to be developed as a recreation corridor integrated into the downtown fabric - i.e., a corridor that links the various sub-areas of downtown and promotes a pedestrian friendly environment.

- To enhance a "sense of place through the development of historic architectural guidelines, urban design strategies, marketing and image promotion.

Summary and Implementation

The Historic Core Plan:

- Responds to the Citizen Participation, leadership

interviews and the Historic Core Committee policy statements.

- Supports the land use recommendations.

- Retains the unique image of Hudson's historic architectural character.

- Promotes pedestrian friendly environment.

- Creates a strong open space/recreation corridor that links the sub-areas of downtown and the outlying areas of the city.

The implementation of the Plan will require further detail studies:

- Traffic analysis study to identify street vacation, one-way systems, loop roads, traffic calming techniques, etc.

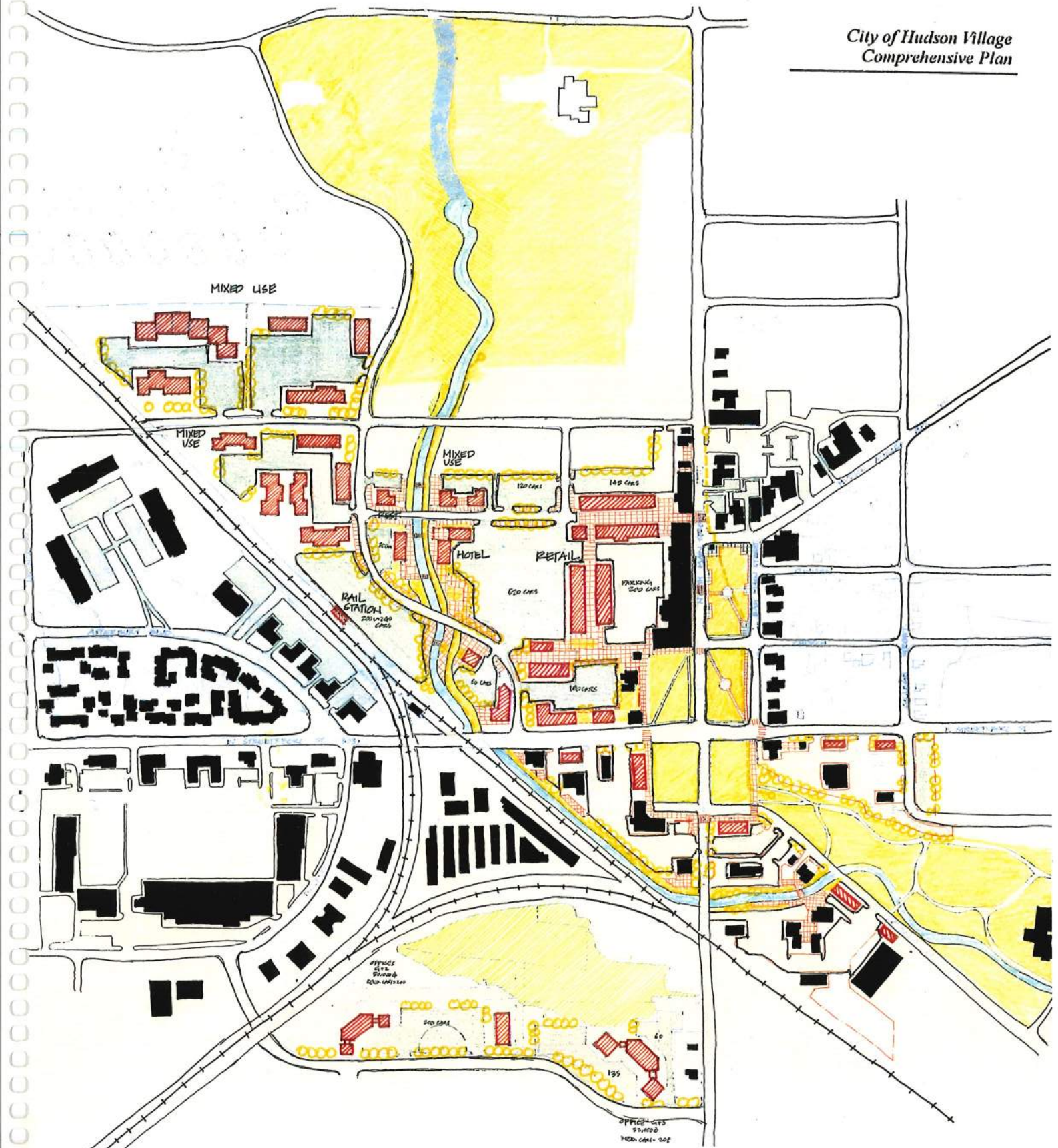
- Parking study for the consolidation of existing parking, revision of existing zoning codes and new zoning code recommendations for parking ratios.

- Development of an overall Streetscape Plan to lay out detail design and system of pedestrian and open space corridors. The Streetscape Plan should include elements such as sidewalks, trees, buffer screens, street furniture, signage, landmarks, sculpture/art, lighting, etc.

- Development of Urban Design guidelines and design evaluation standards for new growth consistent with existing historic architectural character and Urban Design studies for entry gateways.

Successful implementation of the Plan relies on the traffic/pedestrian plan and a cohesive Streetscape Plan. Traffic, parking and a cohesive streetscape initiatives are crucial, since they become the impetus for the next stages of infill development and the future westward growth. Diagrams 4 and 5 illustrate elements of the Streetscape Plan. Table 5 indicates potential development that can occur within the Downtown Core.

An Historic Core Economic Redevelopment organization dedicated to preservation, restoration and development should be formed to direct the plan implementation process. The structure of this organization should include representation of the City, local merchants, Chamber of Commerce, Hudson Heritage Association, residents, developers, and financial institutions. The organization should address issues of zoning, parking Special Improvement District funding, promotion and marketing for the Downtown Core.



INDEX

- | | | | | | |
|--|--------------------|--|-----------------------|--|-------------|
| | Existing Buildings | | Pedestrian Link/Areas | | Bikeway |
| | New Buildings | | Green Space/System | | Wetland |
| | Existing Parking | | Creek | | New Parking |

Long Term Plan

MAP 11

City of Hudson Village Comprehensive Plan - Historic Core

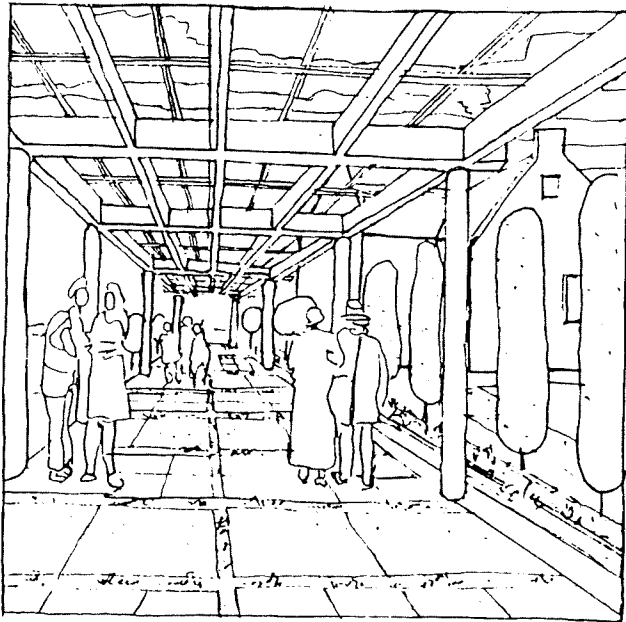
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February 28, 1995

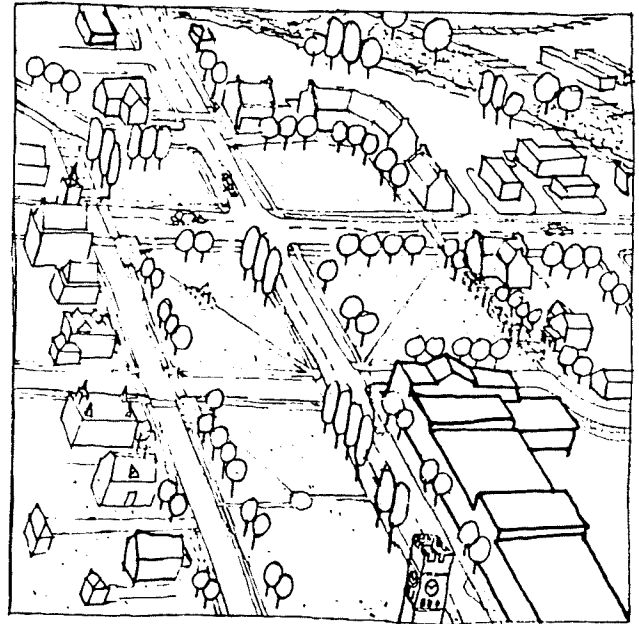
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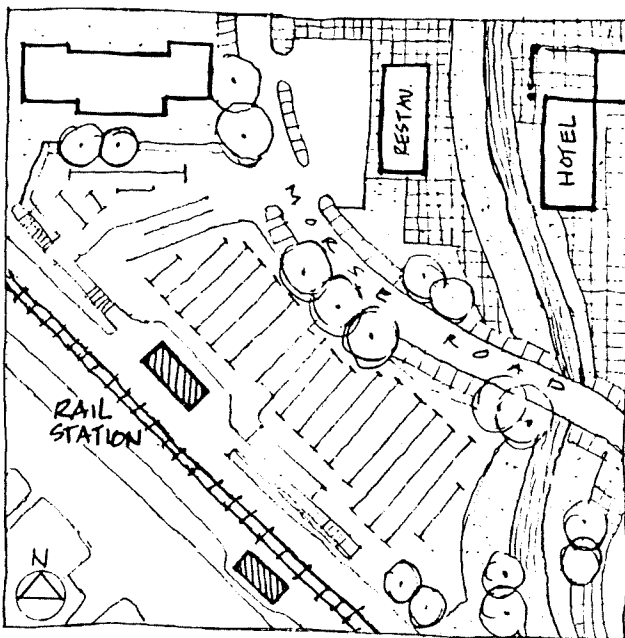




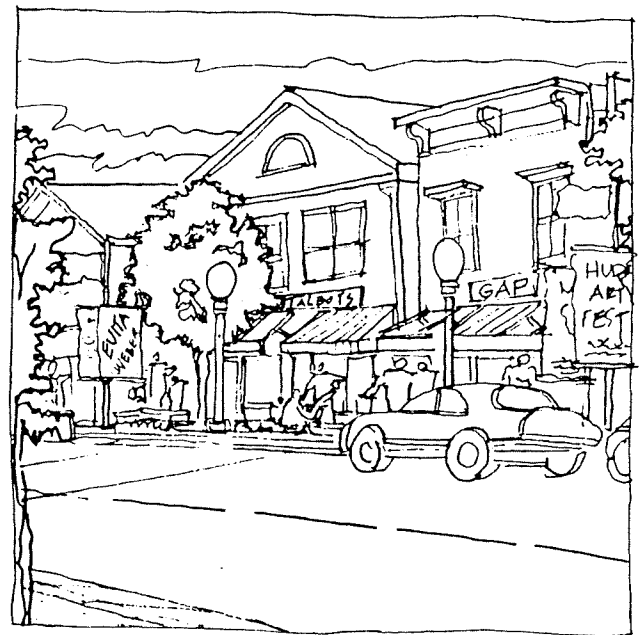
Trellis - Landscape Link



Hudson Green



Hudson Commuter Rail Station

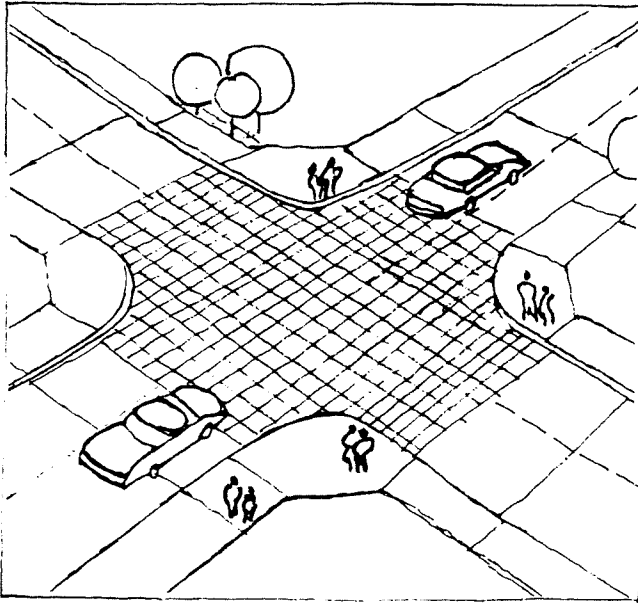


Main Street - New Streetscape

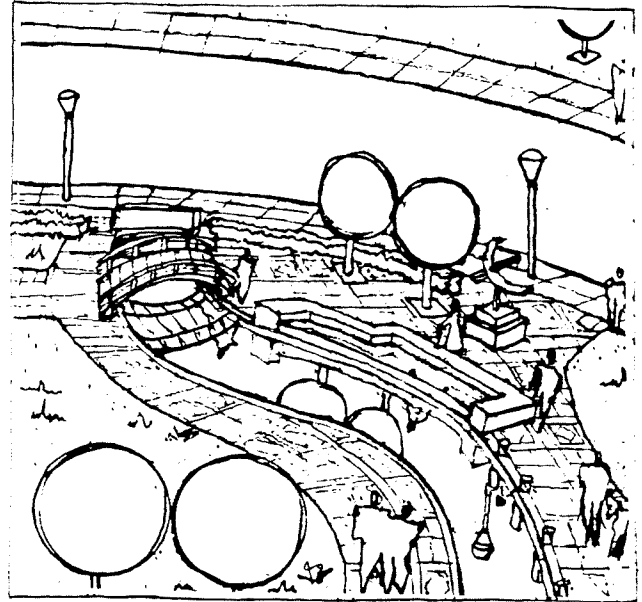
DIAGRAM 4

Historic Core - Urban Design Plan City of Hudson Village Ohio

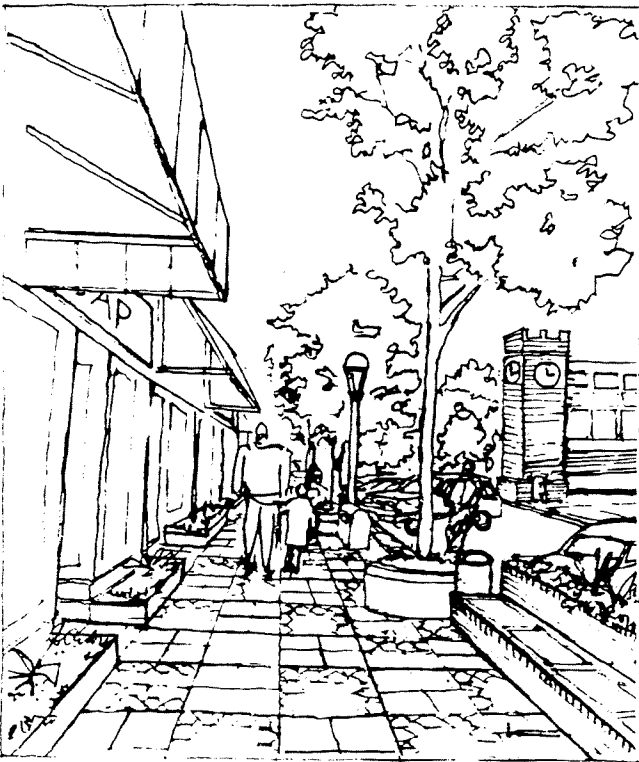
Gould Associates Inc.
Architects & Planners
1404 East Ninth Street Cleveland, OH 44114



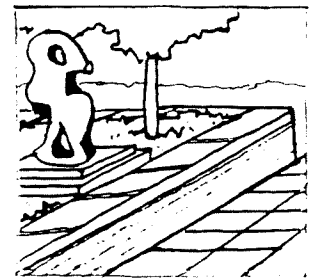
Block Pavement at intersection to slow the traffic
- A traffic calming device



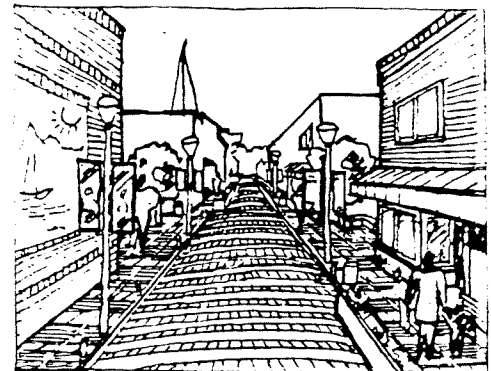
Activity Node



Main Street - New Streetscape - paving, benches,
lighting, etc.



Art in public spaces



Clinton Street

Historic Core - Urban Design Plan City of Hudson Village Ohio

DIAGRAM 5

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Table 5

CITY OF HUDSON VILLAGE COMPREHENSIVE PLAN - HISTORIC CORE - LAND USE ANALYSIS										
DEVELOPMENT AREA	SIZE IN ACRES	EXISTING ZONING	EXISTING CONDITION			POTENTIAL FOR DEVELOPMENT			REMARKS/ COMMENTS	
			BLOG. SQ. FOOTAGE	EXISTING PARKING	PARKING REQ.	POT. ADOTL. BLDG. SQ. FT.	POT. ADOTL. PARKING	PARKING REQ.		
Main Street North - Ext.	1.22	8-1	22,527 sf	77						
Main Street North	4.36	B-1	67,943 sf	325	395					
Main Street South	4.62	8-1 B-2	32,869 sf	341	246	20,000 sf		114	Parking in North Area	
Evaporators' Works	6.66	B-1A B-2	34,524 sf	282	284	17,500 sf	152	116	Parking as Shown in Plan	
Turner Mill	2.84	8-1	19,652 sf	106	157	5,500 sf	90	44	Parking as Shown in Plan	
Green Ext.	11.20	O-S								
Hudson Green East 1 + 2 + 3	2.90	R-2	25,143 sf	102	137					
Brewster Sq.	6.01	B-1	42,896 sf						Reorganization of Existing Parking	
Green	5.96	O-S								
Hudson Plaza	20.26	8-1 S-1	127,153 sf	852	847					
Hudson Green West - A	13.08	L-1 P-1	142,424 sf			C = 95,300 sf MU = 25,000 sf HOT = 60,000 sf	125 914	912	Long Term	
Hudson Triangle	2.66	B-1 B-2				C = 8,000 sf STATION	60 225	60 220 + 225	Long Term	
Hudson Green West - B	14.25	L-1				O = 105,000 sf R = 40,000 sf 36 units	460	456	Long Term	
Hudson Green West - C	4.03	L-1				O = 30,000 sf R = 32,000 sf 30 units	150	152	Long Term	
Village South	9.00	R-1 R-1A				O = 102,000 sf	408	408	Long Term	

Source: Central Business District Parking & Traffic Circulation Studies, 1988 / Base Maps

GROWTH MANAGEMENT STRATEGY

"The pressures of growth are unavoidable at this writing: Hudson's quality of life, tax structure and exceptional school system combine to make it a desirable place to live and raise a family. These advantages bring more and more people. The continuing challenge is to avoid the dilution of Hudson's unique values in the face of continuing growth."

1978 Village Comprehensive Plan

General Policies

As discussed in previous sections of the Comprehensive Plan, the City of Hudson Village has experienced extraordinary residential development over the past 10 years, and its population has mushroomed by over 35% during that same period. As detailed below, this residential development has strained many municipal services and infrastructure to the limit. The City has undertaken a number of detailed studies to get a better sense of the magnitude of these problems. These studies should be finalized and implemented over the course of the next six months. Unfortunately, nonresidential development has not kept pace. An indication of this imbalance can be seen by reviewing the increase in tax valuation in the past 10 years for various land use types. While residential property valuation has increased over 173%, the commercial and industrial components have grown only 48%.

A review of the 1995 Hudson budget documents indicates that income tax revenues are becoming an increasingly important component of the City financial structure. For 1995, the income tax revenues provided 55.4% of the general operating revenues while property taxes accounted for only 24.3%. As a result the City is facing some serious fiscal questions that result in the need to attract industrial and commercial development that will create income tax generating jobs.

At the same time, this growth has had serious adverse impacts on the environment and character of the city. As residential development has scattered throughout the City, open space, woodlands, and wetlands have inexorably disappeared. Congestion has increased, and storm water management problems have multiplied.

All of this makes clear that traditional zoning and land use control measures that typically address types of uses and density of development have proven inadequate to address many facets of development, particularly its overall amount, timing, quality and fiscal impacts. Given this failing, it is critically important

for the City to go beyond traditional zoning controls in implementing this plan. Together with traditional land use planning and zoning revisions, a comprehensive growth management system should be adopted that deals with all the various facets of growth in a coordinated fashion. This system should provide more land for industrial development and open space while reducing acreage allocated for residential. It should address the timing and pace of residential development by moderating the amount of growth that is permitted in any one year so that city infrastructure and services are not strained or stressed beyond capacity. A growth management system should also ensure high quality development that minimizes environmental impacts and create development that is fiscally sound.

Background Issue Discussion

Currently, the City's population is growing at a rate of in excess of 3.5% annually, a pace rarely seen anywhere in the United States on a sustained basis. In Hudson this rate has been sustained for over a 15 year period. This is a rate more typical of cities in developing countries of South America, Asia, or Africa. The growth rate in the United States averages 1% a year or less. The State of Ohio increased by only .5% between 1980 and 1990, and Summit County has experienced a 1.8% decline in population in the same period. Experience shows that a more modest pace of 1.5% annually, while still high, is one that a community can absorb more readily in terms of impact of services, infrastructure, and livability with a more aggressive growth management program.

The City of Hudson Village has sustained an extraordinary growth rate over the last decade of 3.5% annually has placed significant strains on City services and utilities. These selected examples are illustrative only, not exhaustive:

Water: The existing Hudson system is at capacity, and there is limited water available for industrial expansion and economic development. Estimates are that the City has a pressing need for both additional water supply and increased plant treatment capacity. In addition, approximately \$2 million dollars must be allocated to improve system distribution.

Sanitary Sewer: The City is facing approximately 9 million dollars in cost to connect into the Cuyahoga Valley Interception Sewer to correct pollution problems in Brandywine Creek. Another \$2.34 million is needed to expand the system to accommodate industrial/office development in areas not served by Summit County.

Traffic: Traffic is increasing on key roads at approximately 7% annually in Hudson. This is increasing peak hour congestion on several key roads and inter-sections. Also, substantial miles of additional residential roads are added each year increasing overall maintenance costs and necessitating a new service facility building and equipment.

Police: Approximately 3.2 million dollars will need to be allocated for construction of a new police station.

Schools: The middle and early elementary schools are over capacity. At current growth rates, new capital facilities will be needed at a cost of \$11,700 per student. That amount does not take into account increased annual operating costs.

Unfortunately for the City, revenue from development has not kept pace with the demand for services and infrastructure. The typical \$200,000 home in Hudson pays only about \$300 in property taxes to the City (about ten times this much goes to the school district). This small amount does not begin to cover the cost of services associated with residential development. Costs for general government services will exceed \$1400/household for 1995. To make up the difference, the City relies heavily on income taxes paid by those employed in Hudson. In the current City operating budget, as depicted in the attached pie chart, the income tax produces almost \$4 million in revenue compared to only about \$1.7 million from property taxes on all property (including nonresidential). A significant amount of tax revenues from income taxes are required by the City to pay for capital improvements, many of which are necessitated by residential development.

Although there has been substantial economic and industrial development in the City over the past decade, it has not kept pace with residential development. For example, in 1985, the City had a job to population ratio of about 1/2.3. Today, the ratio has eroded to 1/2.7. The upshot is that the City's employment base, which produces substantial tax revenues, is not growing as quickly as its population, which is creating more and more service demand.

In light of these pressures, Hudson has relatively few options, some of which are:

1. Adopt a policy of aggressively pursuing new jobs, particularly higher paying jobs in the industrial sector (vs. services). To foster new development, it should also zone more land for industrial-nonresidential development and less for other uses.

2. Develop alternative sources of revenue such as:

- a. a more finely tuned infrastructure and service cost recovery system that may include impact fees and other financing tools that reflect the "user pays" principle.

- b. an increase in the property tax rate which is already burdensome.

3. Reduce the level or quality of services now provided residents.

4. Adopt growth management controls that moderate the pace of development so that the City has time to bring its revenue sources, particularly jobs/income tax, into balance with population growth.

While it is likely that the City will need to adopt a combination of the alternatives suggested above, it is clear that a growth management system that addresses the amount, timing, quality, and fiscal impact of development will be an essential tool.

Implementation Policies

After reviewing all options we are recommending the following Implementation Policies that address the amount, timing, quality and fiscal impact of growth in Hudson.

Development Amount

1. Increase the amount of land zoned for industrial and office development; this will increase property and income tax revenues and reduce amount of land available for residential development. Hudson should strive to achieve a tax valuation balance of 60% residential to 40% industrial/commercial.

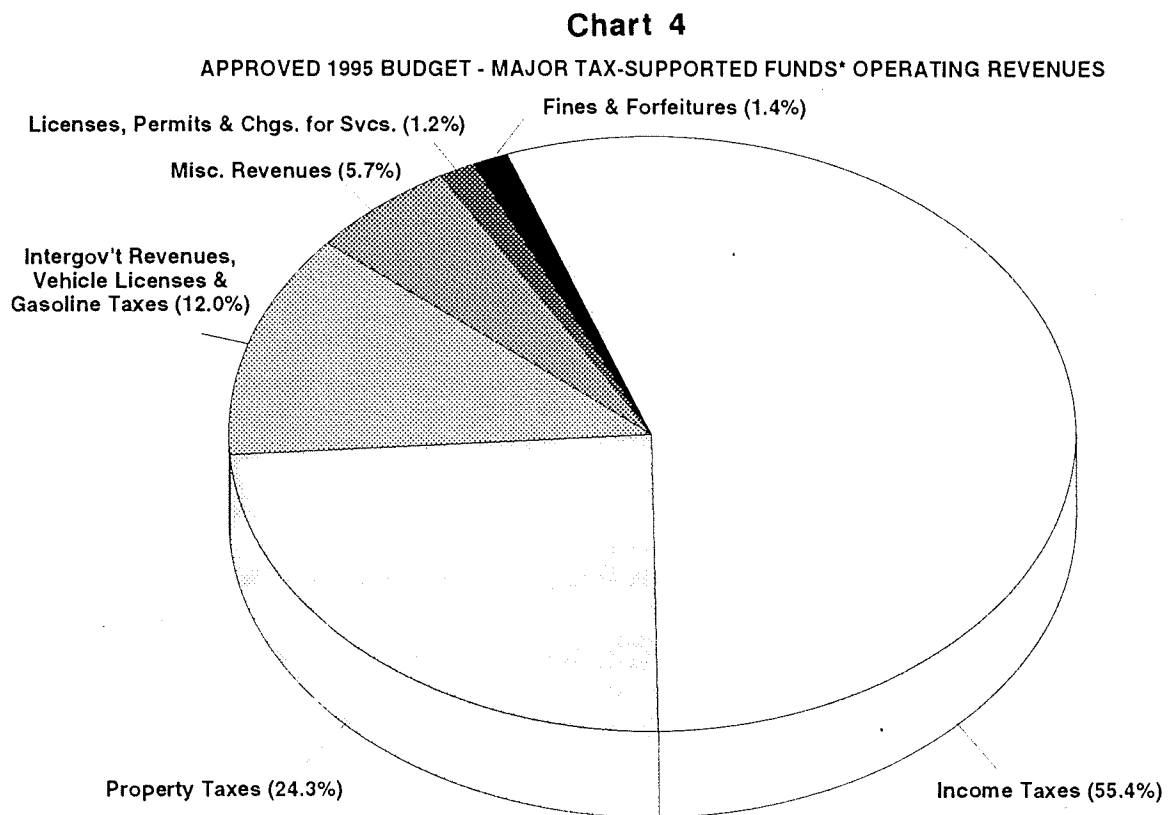
2. Pursue other complements to regulation such as land acquisition, and utilization of Hudson Land Conservancy, Inc. This approach should be utilized where land should remain in an undeveloped state because of environmental importance or where large portions of a parcel are important for public access.

3. Adopt an overall population buildout target of under 30,000 for the City.

Development Quality

1. Develop an ecological quality index ordinance to protect wetlands, stream corridors, vegetation, wildlife habitat, etc.

2. Protect and improve key entryways into the community through design controls and similar tools.



*General Fund, Street Maintenance & Repair, Income Tax REV95

3. Inventory and protect all historic sites.
4. Bring the site plan review process and criteria into conformance with open space and environmental preservation objectives of the Comprehensive Plan.
5. Cluster new development to protect significant areas of open space.

Development Timing

1. In addition to the preparation of the Comprehensive Plan, the City is currently undertaking capital improvement plans for water, sewer, service facilities and the Police Department. It is recommended that the City adopt a "pause for planning" or interim growth controls ordinance to moderate the pace of residential development until the City is able to adopt and implement a new comprehensive plan, zoning ordinance and subdivision regulations. Non residential development and small scale home additions should be exempt from these interim controls or be treated differently than single family subdivisions to reflect the substantially different impact on infrastructure.
2. Require that adequate infrastructure be in place prior to or concurrent with new development to prevent overcrowding or overtaxing existing public facilities and services such as roads and schools. This requires a system that includes concurrency requirements and a moderated pace of residential growth.
3. Continue an aggressive capital improvement plan for industrial development support that is coordinated with other growth management policies. Also, develop a CIP to make up current deficiencies overall and to accommodate a more moderate residential growth rate.
4. Moderate the pace of population growth to a maximum of 1% to 1.5% annually, as can be supported in accordance with credible data and planning studies, by limiting the number of residential permits. Award permits on the basis of a point system which includes, but is not limited to:
 - Infrastructure availability
 - Adequate public facilities
 - Protection of wetlands and stream banks
 - Storm water management capacity
 - Tree conservation
 - Provision of public amenities
 - Finalization of build out of existing subdivisions
 - Improvement of jobs to housing balance.

5. Pursue agreements of coordination with other governmental bodies and service providers (e.g. school district, water utilities, park board) to ensure consistency with overall growth management policies.

Fiscal Impact of Development

1. Undertake a cost of development study to determine costs of infrastructure and service associated with new residential development and to analyze the various economic contributions of different land uses in terms of revenues.
2. If supported by the above study, develop an impact fee/exaction system or other cost recovery system to ensure that development pays for the facilities, infrastructure, open space and services which it necessitates.
3. Explore new revenue sources for funding open space acquisitions (e.g. transfer tax, bond issues, etc.).
4. Improve the vitality of the employment sector and improve the housing jobs ratio by pursuing the following:
 - a. Promote the City and business relationships as well as publicize the advantages of locating and expanding businesses in the City.
 - b. Providing and maintaining an efficient and available infrastructure that is amply sized, reliable, and ready for projected industrial/commercial development.
 - c. Continue to maintain comparatively low City utility rates that also help to attract industrial/commercial users.
 - d. Providing excellent City services to businesses.
 - e. Formulating a City development guidebook and focusing all City departments on aiding new projects with a streamlined and helpful process.
 - f. Developing flexible mixed use zoning techniques and standards that recognize the changing composition of modern corporate office/industrial parks.
 - g. Establishing a unified and simplified approval process for industrial and manufacturing development under the Planning Commission and Architectural and Historic Board of Review so that authority can be conducted in such a way as to expedite the approval process.

h. Utilizing the City's community reinvestment areas and enterprise zone to provide tax incentives when needed for existing and relocating businesses; evaluating the use of special funding mechanisms for both physical improvements and incentives, such as state and federal grant or matching fund programs, tax increment financing, impact fees.

i. Working with local agencies and educational institutions to assure an adequate supply of trained labor and public transportation to bring workers to our community.

j. In cooperation with utility providers, assuring that leading edge communication technologies and the infrastructure to support them are in place for the use of businesses.

k. Encouraging local elected officials, City administration, and community development groups to work more closely to coordinate their policies and activities, thereby increasing efficiency and minimizing conflicts.

l. Maintain the downtown historic core as an integral retail/office component of the Hudson community and investigate the desirability and fiscal impact of increasing tourism activities within the City.

m. Cooperate with local businesses and the school district to ensure quality education and adequate school funding sources, recognizing that quality schools and an educated labor market are essential to the economic health of the community.

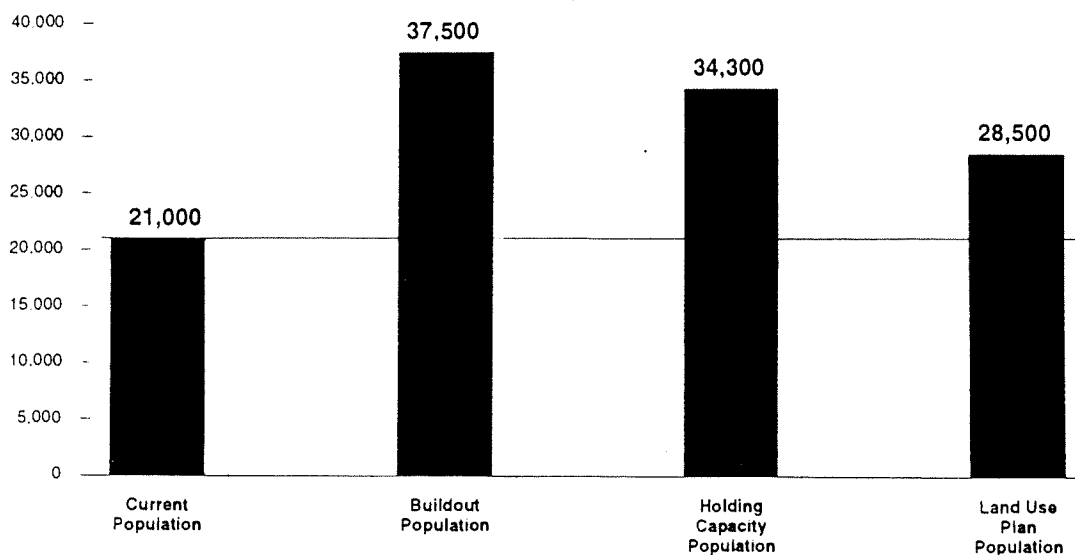
Conclusion

Hudson is a unique place that has recognizable character and its residents strive to have a high quality of life. Uncontrolled growth threatens to disrupt and even destroy the small town atmosphere that is important to Hudson. More importantly, the quality of City services will continue to decline if the rate of residential growth is continued.

The Comprehensive Plan recommends a coordinated growth management strategy that address the needs of Hudson on several levels. The Plan recommends shifts in the distribution of land use to allow more nonresidential growth. The Plan also recommends standards for the protection of environmentally sensitive areas and rural character. The Plan recommends a land use pattern that will balance residential and non-residential uses.

Control of the rate of growth is also very important. The Plan provides background for the establishment of a system that controls the amount of annual development. The Plan also recommends that the City concentrate on improving existing service and infrastructure deficiencies created by residential growth while providing improved services to the nonresidential sectors of the community. In this way the Plan recommends a balance between economic development, growth control and land use designation and regulation to maintain, preserve and improve the quality of life in Hudson that makes Hudson an attractive place to live.

Chart 5
IMPACT OF LAND USE PLAN
Hudson Comprehensive Plan



APPENDIX ONE

Ad Hoc Recreation Committee

Final Report

Hudson Township Trustees

Ad Hoc Recreation Committee

Final Report

September 28, 1993

INTRODUCTION AND COMMITTEE OBJECTIVES

The Hudson Township Ad Hoc Recreation Committee ("the Committee") was formed in January of 1993 and began its work in February. The objectives of this committee were to:

1. Identify whether there are any significant opportunities to improve community recreation in Hudson.
2. Prepare a written report to address any opportunities identified and verified by the community.

The committee defined recreation broadly to include not only physical activities, but clubs, hobbies, and other leisure activities as well. The committee obtained input through several sources. A community survey was published in the Hudson Hub during April, and was included in the May Trustee's News Letter. The survey was available in various retail outlets and community buildings. This survey was also filled in by representative classes in the middle and senior high schools. Letters were sent to the various clubs and organizations based in Hudson with invitations to meet with the committee. We sought information from a number of individuals with specialized knowledge about recreation in Hudson. Finally, we contacted other communities to obtain an understanding of how communities in our area address community recreation.

The Committee found that there are opportunities to improve recreation in Hudson. This report presents conclusions, and then lists specific recommendations to the Township Trustees. The specific information which led to the conclusions and recommendations is summarized in a separate discussion section.

CONCLUSIONS

1. We found that Hudson residents have a wide variety of recreational activities available to them. There is evidence that the majority of residents are satisfied or even very satisfied today with recreation as-is. None-the-less the Committee believes that there are compelling reasons to pursue recreational development in Hudson.
2. Our community and student survey identified an outdoor community pool, hike and bike paths, and an indoor ice rink for figure skating and hockey as the most often mentioned facility additions that would add value to the community. The lack of activities for teens was also revealed in the survey. Suggested means to address teen activities include lighted basket ball and volley ball courts, areas for in-line roller skating and informal areas for unstructured activities.
3. The Hudson Comprehensive Plan, prepared in 1991, outlines a foundation for recreation and open space planning that has largely not been acted on. The Committee's findings with respect to hike/bike paths, outdoor community pool, and teen age recreation are completely consistent with the findings of the extensive survey used to develop the Comprehensive Plan.
4. Population growth is putting pressure on existing programs and facilities. The natatorium as well as certain Community Education and service group sponsored activities are experiencing increasing demands that impact the quality and availability of programs. Several Community Education programs are offered only as "high demand" or by a lottery system. Availability of multipurpose rooms and outdoor playing fields were most often cited as facility needs to support existing programs. Planning will insure that widely used facilities and programs continue to be successful and enjoyed.
5. Population growth is limiting the availability of land for future recreational and community use. Steps must be taken today to secure land at the lowest possible cost to the community. The Comprehensive Plan lists options to facilitate land acquisition.
6. Population growth is changing the mix of people in the community. This change may be the reason for interest in an ice rink today while no strong interest seemed apparent in earlier years. Brecksville and

Brunswick are examples of communities in our area that have recently built formal recreation facilities. Other local communities are considering new facilities. Increasing numbers of families in Hudson will want facilities such as these.

7. The committee strongly believes that residents are not fully aware of many public and private facilities and activities that exist in Hudson, and how to access such. As a result, facilities and programs are not getting utilized as much as they could be. While many publications in Hudson list clubs, organizations, recreational activities and facility locations, there is no single comprehensive source for this information. For example, we found people interested in a community pool were sometimes not aware that the natatorium was available for public use, or others were not aware of existing bike/hike paths.
8. Development of major new facilities or programs is outside of the scope of existing organizations in Hudson. There is not a community organization today that takes a leadership position coordinating or promoting recreation in a comprehensive manner. For example the Park Board's mission is primarily to maintain existing park land. While the Park Board is addressing building new hike/bike trails, they do not have the means to pursue this program aggressively. Hudson Community Education and Recreation generally limits its programs to those that generate income and which are self supporting.
9. Brief studies were conducted to roughly gage the cost of building a pool, ice rink, and new hike/bike paths. Each of these constitute a major project. Development of any or all will require extensive planning to develop designs, locations and funding options that will be acceptable to the majority of Hudson residents.
10. Finally, the Committee recognizes that there are several important issues being addressed in Hudson today. Examples include: merger, the library, education expense, and development of our industrial tax base. Recreational development must respect these community priorities.

RECOMMENDATIONS

We recommend that the Trustees take the following steps over the next six to nine months:

1. Accelerate progress on the hike/bike system within Hudson. Members of the Park Board are already very familiar with many of the issues required to make accelerated progress. Ann Briechele, Hudson Township Planner, is also very familiar with the requirements of obtaining funding from state and federal sources. Individuals have also expressed interest in volunteer efforts working towards extended hike/bike paths within Hudson.
2. Fund, or otherwise encourage, the creation of a single comprehensive published source for information describing both public and private recreational opportunities and resources in Hudson. One option is to expand the information contained in the annual "Hudson Today" published by the Hudson Hub. A second is to provide resources to expand the information made available through the Hudson Community Education booklets published three times each year. Such a publication should identify locations, specific contacts and use requirements.
3. Appoint a new committee to conduct focused planning on a community outdoor pool and ice rink facility, and then to verify community support for plans through a statistically valid survey. More specifically we suggest that the scope of this committee be to:
 - Evaluate the major design features, along with capital and operating costs of a stand alone outdoor community pool.
 - Evaluate the major design features, along with the capital and operating costs of a stand alone indoor ice rink.

- Evaluate any economics possible by building these facilities together at the same location.
- Evaluate any additional features that could be linked to these facilities, e.g. playing fields, play grounds, gardens, multi-purpose rooms.
- Evaluate funding options for construction.
- Evaluate options for locations.

There are several residents that expressed desire to volunteer to serve on such a new committee.

4. Designate areas where teens can meet outdoors during day or evening hours for unsupervised activities such as in-line skating, basketball or volley ball.

Over the next 24 months, we also recommend that the Trustees:

1. Create and implement the means to secure land for recreational use. We recommend land that would support the "Hudson Commons" envisioned by the Comprehensive plan. Other land requirements include those for hike and bike paths, and open spaces within residential areas.
2. Create a body with the authority to take a pro-active role in developing and coordinating recreational activities in the community. This body will be a focus for development and management of activities that are out side of the scope of current groups or organizations that provide recreational facilities and activities. This body might assume the existing Park Board's role of maintaining our community's park and open space. This body will not be a replacement for the many effective organizations providing recreational programs in Hudson today. This board will not be a replacement for the volunteer activity and organizations that are required in communities.

Ohio Revised Code contains guidelines concerning the establishment and authority of park and recreation boards. The specific means to implement this recommendation will require a full understanding of those guidelines.

SIGNATURES

This report is submitted to the Hudson Township Trustees on September 28, 1993.

Committee members:

Gail Hull _____

John Standish ,
(chairman) _____

Ron Stefano _____

Ron Stolle _____

All active committee members concur with the conclusions and recommendations included in this report.

SUMMARY LISTING AND DISCUSSION OF COMMITTEE FINDINGS

HUDSON CLIMATE ASSESSMENT

We conducted a "climate assessment" to identify earlier work done in the community that impacts recreation. This assessment also places recreation into context beside other community priorities. The key results of this assessment are listed below.

1) The Hudson Comprehensive Plan was published in 1991. This plan was developed by a citizen committee with assistance from a consulting group. The Plan used a community survey where 45% of the households in the community were said to have responded. The Plan contains a section devoted to recreation and open space strategies. This section speaks specifically to:

- strong community support for a community wide system of bike/hike paths.
- a need for active recreation areas for teens.

Further, the section lists several recommendations dealing with acquisition of land for recreational purposes. The survey supporting this section found that an outdoor pool and tennis courts were often mentioned as recreational needs in the community. There was also a recognition to attend to the needs of the teenage population in Hudson.

2) Recreation activities are provided and/or sponsored through a variety of independent sources. Examples include the Community Education Program sponsored by the School Board; private groups such as NC Soccer, Life Center, country clubs, or neighborhood pools; and non-profit or service groups and clubs such as Senior Citizens, Garden Club or Kiwanis.

3) The Township Park Board plays an important role by maintaining parks for community and organization use. The Park Board has a budget which allows it to do some land acquisition and development projects.

4) The Hudson Merger Commission completed a survey earlier this year. This survey indicates that most residents are satisfied with community recreation, public parks and bike paths. The survey results did however include "lack of recreation" among a list of unappealing aspects of Hudson.

5) Population growth in Hudson is a key factor in any community planning. Figures prepared in 1991 by the Municipal Planning Commission showed:

	<u>1990 actual</u>	<u>2000 estimate</u>	<u>per cent increase</u>
total population (township & city)	17,128	23,060	35%
school age population K-12	4,223	6,516	54%

Information presented later will show that population increase puts pressure on availability and quality of playing fields, recreational facilities and programs.

6) There are several municipal activities consuming the attention of Hudson residents. The Merger Proposition, the new Library proposal, possible new school levies, water, and increasing the industrial tax base are all considered high priority items. New taxes have been approved at the national level and cost implications of new health care proposals are yet to be determined. Any planning involving recreation must compliment and respect these other priorities.

RECREATION FACILITIES INVENTORY

The Hudson community has access to a wide variety of recreational activities, both within Hudson and nearby. The facilities are public (tax-payer supported) and private (privately owned and operated). Many of the facilities are available free of cost, while others charge a per use, per season or per year fee.

Appendix One to this Report contains a comprehensive listing of facilities, by type, located within Hudson. Not listed are certain private facilities, including those operated by the community's religious organizations. Page 5 of the Appendix contains selected nearby facilities.

The Committee found that Hudson residents have access to an abundance of recreation facilities, however many residents simply are not aware or are confused about what is available, when it is available, and at what cost. The lack of a single body with the capacity to coordinate-ordinate recreational facilities and activities may contribute to the under utilization of existing facilities.

A second point will be illustrated with swimming pools as an example. While the inventory shows that there are five pools in Hudson, only the Eastwoods in-door pool is a public facility. Many residents therefore, have limited access to swimming facilities.

A final point is that facilities might exist, but they are not satisfactory for the required purpose. One example is that there are three (stage) theaters in Hudson, but none are readily adaptable to, or available for the needs of, A Children's Theater (ACT), a local non-profit theater group. Further, Bob Murphy of Community Education, pointed out that multipurpose rooms were not always readily available in the size or time periods that best served Community Ed programs.

OTHER COMMUNITY COMPARISONS

As part of our background study, we were interested in what facilities exist or are in planning in neighboring communities. Where formal facilities exist, we wanted to understand the primary features, capital expense, and operating budgets of these facilities. We also wanted to list facilities nearby to Hudson that might influence our planning.

Findings include:

- 1) Twinsburg and Stow are examples of communities that have formal recreation and park boards to administer facilities and coordinate activities in the community. Some current residents who have previously lived elsewhere have commented favorably on how such joint boards have served local interests.
- 2) Brecksville and Brunswick have recently built new recreation facilities. The capital costs were on the order of \$6 million and the annual operating expenses are about \$800,000. The Brecksville facility is supported by resident members only. Brunswick allows non-residents to use the facility but at a higher fee than residents pay.
- 3) Brecksville's facility is an example of what the Committee envisions the Township Commons concept to be. The recreation facility, playing fields and a pond are located near the community library and municipal buildings. All the buildings are related in terms of architectural styling.
- 4) The Brooklyn facility houses an ice rink along with both indoor and outdoor pools. A weight room and concession stand are in the building. Playing fields surround the facility. Other community buildings and a playground are across the street. The Brooklyn facility was built over a period of several years.
- 5) Stow and Twinsburg both had ballot issues in the summer of 1992 to fund recreation facilities. Both of these issues failed. Stow plans to resubmit their plan to the voters.

6) Newspaper articles since the first of this year also indicate that communities such as Bath/Richfield and Solon are considering new recreation centers. Strongsville is considering the construction of an ice rink.

7) In addition to the recreation facilities listed in the facilities inventory, the Longwood YMCA in Macedonia has recently begun a funds drive to build a formal YMCA building on Route 82.

COMMUNITY SURVEY

The results of our community and schools survey are shown in Appendix Two.

INPUT FROM GROUPS AND INDIVIDUALS

Letters were sent out to the community organizations listed in the Community Education program announcement booklet. The purpose of the letter was to explain the purpose of our committee and to ask for any input from community organizations. We received written responses from 10 organizations and met in person with four organizations. Further, we sought out input from certain individuals who are especially knowledgeable on community recreation, including Bob Murphy from Community Education and members of the Park Board.

Some of the more important results of this part of our investigation were:

1) Discussion with Bob Murphy and Pete Kolarick of Kiwanis baseball for example, give us the strong impression that population growth puts pressure on the availability and quality of facilities, fields, and programs.

Several Community Ed programs are high demand and only available on a first come or lottery basis - swimming, gymnastics, computer classes, basketball. Bob also has interest in offering or developing new programs; additions are limited by the availability of appropriate multi-purpose room space.

The Kiwanis baseball program participation has grown by 17% from only 1992 to 1993; over 1,000 kids participated in groups from PecWee to Major in 1993. Participation in the Hudson Soccer Association has grown 100% in the last five years and 20% in the just the last year. Over 1000 kids were expected to participate in the HSA program in 1993-94. Availability of baseball fields is diminishing and scheduling of fields is becoming more challenging. The girls softball program does not even have any formal fields.

2) The schools contain a wealth of resources: class rooms, weightroom, gym facilities, libraries, shop facilities, and theaters for example. These facilities are often available to the public, but with limitations. Students and school programs get priority. Theater facilities in the schools do not provide security for the props of outside groups or are not flexible in the size of seating. The buildings have limited access in the evenings. The buildings are generally not open or available during school hours or in the summer months.

SPECIAL STUDIES

Based on the results of the community survey some special studies were conducted to understand the basic issues associated with building and operating a community pool and an ice rink. We also investigated the issues associated with building bike/hike paths. Detailed reports are retained in the Committee's file. Summary results show:

1) Federal, state, and county resources are available to assist the Township in building new paths. A critical deadline for applying to the Akron Metropolitan Planning Organization for assistance in funding for bike paths is February, 1994. Ron Stralka prepared this special study for the Committee.

2) Construction costs for an outdoor community pool can be in the range \$700,000 not including the purchase of land, and construction of locker rooms and parking lot. Annual operating costs are on the order of \$100,000 per season. Operating costs include those for chemicals, maintenance, gas, electricity, lighting, staff, and insurance. These estimates are based on a survey of recently built community pools in our area. Further, the state of Ohio lists strict requirements for the design and operation of community pools. Beth Hannan prepared this pool study for the Committee.

3) An enclosed single surface ice rink in a Butler type building will have construction and initial outfitting costs of about \$1.8 to 2 million, including site preparation for 3 - 5 acres including parking. Operating costs of about \$450,000 are expected on an annual basis. Some rinks are used year round for skating, others are converted to other purposes in the summer months. This information was collected from design and construction firms as well as from the Shaker Heights Thornton Park ice facility. Dave Given prepared this ice rink study for the Committee.

There are economies in construction and operating costs if major facilities are built together. For example, a pool and ice rink might share locker room, lobby, office, multi-purpose room facilities, and a parking lot. A facility manager might be hired for year round management of both facilities.

4) Funding of new facilities could be accomplished in a number of ways. Among suggestions heard were establishing preconstruction funding of some percentage of total costs before floating a bond issue. This would demonstrate community support and reduce the millage required to support the project. Once constructed, the Committee believes any facility must be self sustaining both in terms of debt service and operating expenses.

The Merger Commission Survey indicates that "impact fees" associated with new land development are a means to help finance land acquisition. Fund raising through service groups, from individuals and corporations is also to be evaluated. Perhaps it is possible to develop and operate such facilities as public/private projects to minimize any impact on individual's taxes.