

# Hudson, Ohio

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## **2004 COMPREHENSIVE PLAN**

**PREPARED BY**  
ACP-VISIONING & PLANNING, LTD.

AUGUST 4, 2004

## AN ORDINANCE ADOPTING THE 2004 COMPREHENSIVE PLAN

WHEREAS, in 1995 the City of Hudson's Comprehensive Plan was revised following conditions of merger adopted by the voters of the former Township and the City in order to unify the goals, objectives, and recommendations set forth in prior Comprehensive Plans of each entity and was officially adopted by this Council in August, 1995; and

WHEREAS, the 1995 Comprehensive Plan was amended by Ordinance 97-156 updating District 6 land use recommendations, and by Ordinance 96-127 District 10 land use recommendations; and

WHEREAS, Section 9.03 of the Charter states that the Comprehensive Plan be periodically reviewed by the Planning Commission with a recommendation to Council, and that the Comprehensive Plan shall be the operative growth management policy for the Municipality, and as such shall guide Council in taking action with respect to the physical development of the Municipality and expenditures for capital improvements; and

WHEREAS, the Comprehensive Plan Update Steering Committee was appointed March 5, 2003 with fifteen members representing City Boards and the Planning Commission, stakeholder groups with development issues, and citizens-at-large who met in public at least eighteen times, hosted two public forums, and concluded its work by recommending a draft 2004 Comprehensive Plan containing ten chapters, seven goal statements, objectives and implementation strategies; and

WHEREAS, the Planning Commission conducted public hearings on May 10 and May 24, 2004; and

WHEREAS, on May 24, 2004, the Planning Commission recommended to Council the adoption of the Comprehensive Plan together with a list of revisions and Revision Nos. 5, 10 and 11 as were further detailed by staff pages 5.2, 5.10, 8.7 and 9.3 titled "Specific Wording to Implement the Planning Commission decision of May 24, 2004, and

WHEREAS, this Council further wishes to amend the proposed Comprehensive Plan as follows;

1. The last sentence of Strategy 1A on page 8.5 which reads, "This reduction in population growth to 0.5-1.0 annually is practically and feasible because the inventory of pre-growth control subdivision land is essentially consumed, and the demand for growth allocation has lessened" should be deleted.
2. Land Use Strategy 7A on page 3.15 shall include the sentence, "Hotels should be permitted as a conditional use."
3. Prior to the sentence that reads "Office uses should have no size limitation.", it should be amended to read, "Office and hotel uses should have no size limitation."

WHEREAS, Council has reviewed the update of the Comprehensive Plan, the recommendation of the Planning Commission, conducted public hearings itself and desires to adopt the Plan as recommended by the Planning Commission with the recommendations of the Planning Commission incorporated therein and with the revisions to Strategy 1A on page 8.5 and Land Use Strategy 7A on page 3.15 as discussed by Council.

NOW, THEREFORE, BE IT ORDAINED by the Council of Hudson, Summit County, State of Ohio, that:

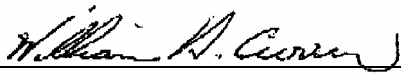
Section 1. Pursuant to Section 9.03 of the Charter of the City of Hudson, this Council hereby approves and adopts the final 2004 Comprehensive Plan document attached hereto as Exhibit "A" together with those recommendations from the Planning Commission decision of May 24, 2004, a copy of which recommendations are attached hereto as Exhibit "B and the revisions to Strategy 1A and Land Use Strategy 7A as set forth above."

Section 2. The "City of Hudson Village Comprehensive Plan", dated August, 1995, and approved by Ordinance No. 95-146, as amended by Ordinance Nos. 96-127 and 97-156, of this Council, is hereby replaced by the Plan approved and adopted in Section 1 of this Ordinance upon the effective date hereof.

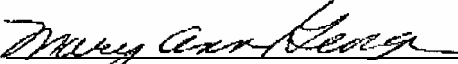
Section 3. It is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal action, were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 4. This Ordinance shall take effect and be in force from and after the earliest period allowed by law.

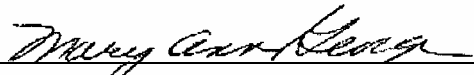
PASSED: August 4, 2004

  
William A. Currin

ATTEST

  
Mary Ann George, Clerk of Council

I certify that the foregoing Ordinance was duly passed by the Council of said Municipality on August 4, 2004.

  
Mary Ann George, Clerk of Council

# Acknowledgements

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## COMPREHENSIVE PLAN

AUGUST 4, 2004

### Steering Committee

Robert Kagler, At-Large, Chair

Donald Robinson, At-Large, Vice-Chair

Richard Bashore, Council Liaison

Jerry Cherrington, At-Large

James Cowan, Park Board

Edward Devlin, HEDC

William Dougherty, Hudson Chamber of Commerce

Robert Drew, BZBA

David King, At-Large

Joseph Matava, At-Large

Sandra Pickut, Hudson Land Conservancy

Donald Pfeiffer, At-Large

Richard Rundell, Planning Commission

Sheldon Schweikert, Hudson Heritage Association

Paul Smith, Hudson Schools

Richard Zirbel, AHBR

### Community Development Staff

Tom King, Community Development Director

Mark Richardson, City Planner

Denise Soloman, Board Clerk

Paul Leedham, GIS Coordinator

**ACP—Visioning & Planning, Ltd.**

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# 1. Introduction

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## Overview

Hudson is located in Summit County between Cleveland and Akron: 28 miles southeast of Public Square in Cleveland and 14 miles northeast of downtown Akron. This location provides easy access to major transportation routes throughout Ohio and has been a key factor in its past growth. Thirteen State highways and three Interstate highways traverse Summit County. Hudson is centered at the intersection of Ohio State Route 91 (North-South) and State Route 303 (East-West). It is also bisected by Interstate 80 and within four miles of Interstate 271. Hudson has convenient access to nearby interchanges with Interstate 480 seven minutes, I-77 fifteen minutes, State Route 8 five minutes, Interstate 80 (Ohio Turnpike) seven minutes, and Interstate 271 ten minutes.

Historically, Hudson was part of the former Connecticut Western Reserve Lands founded by Connecticut settlers and was built with the early settlers' New England tradition. The community's heritage is reflected in many century and colonial style homes. Hudson is a place where one can find historically preserved architecture and village character within the environmentally diverse Cuyahoga River Valley.

Prior to 1990, the City of Hudson operated as two separate jurisdictions – the City of Hudson and Hudson Township. In the fall of 1993, the citizens of the community voted in favor of a merger and, on January 1, 1994, the 25 square mile City of Hudson was created. The combined population increases of the Village and the Township have been significant during the last twenty-five years. The community experienced a 50 percent increase in population between 1970 and 1980, and more than a 35 percent increase in population between 1980 and 1990. The 1990 population of the City of Hudson was 5,159 and 11,969 for Hudson Township, for a combined total of 17,128. In 2000, the City of Hudson's population was 22,439. According to the 2000 Census, Hudson residents were well educated, affluent and slightly older than the state average. Key demographic information from the 2000 Census includes:

- Median resident age - 38.9 years, compared to Ohio's median of 36.2 years.
- Median household income - \$99,156, which is 242 percent higher than Ohio's median income of \$40,956.

- Median housing value - \$236,700, which is 228 percent higher than Ohio's median value of \$103,700.
- Bachelor's degree or higher - 66.5 percent compared to Ohio's rate of 21.1 percent.

The combination of historical architectural character, a high level of environmental quality and population growth pressures present the City of Hudson with many challenges. Key challenges are maintaining historic character and environmental preservation, attracting new businesses, as well as improving the tax base and continuing support for a superior school system. A survey conducted in 1990 revealed the rural/small town charm and the quality of schools were the top responses to questions regarding reasons for moving to Hudson and the most appealing aspects of the community. These sentiments were echoed by Hudson residents at public meetings and by members of the Steering Committee throughout the drafting of this plan.

The purpose of this document is to provide a framework for how Hudson should meet challenges facing the community as it continues to mature. It is the aim of this plan and the 1995 Comprehensive Plan to maintain the high quality of life Hudson residents expect by addressing these challenges now, with this plan as a tool to guide Hudson's future growth and development.

This plan will mean many things to the Hudson community. It is the community's broadest tool to guide policy decisions and takes inventory of the existing conditions within the City (land use, demographics, utilities, environment and transportation) while examining what the residents enjoy about the City. This update of the Comprehensive Plan will also sharpen the focus on the City's vision and meet the challenges of growth affecting historical and environmental preservation, fiscal and economic sustainability and the continued support of a strong educational system. The plan incorporates goals and strategies that will lead toward a sustainable Hudson community in the future, socially, environmentally and economically. Above all, the Comprehensive Plan is what the citizens envision as Hudson's future.

For a plan to be effective, the community must first and foremost recognize a connection to the plan. The plan needs to be utilized on an ongoing basis and updated regularly. To realize this, the planning process included public involvement and the efforts of a Steering Committee made up of local officials and citizen representatives. This helped the community form a consensus around a common vision, one to strive for over the coming years.

### The Planning Process

The process for completing the plan was a combined effort of residents, a fifteen-member Steering Committee, the City Community Development Department and consultant ACP-Visioning & Planning, Ltd.

The City selected ACP-Visioning & Planning, Ltd. to develop a plan update based firmly on a consensus model and citizen participation with the aim of enhancing the community's overall quality of life.

The City staff played an active role in the plan update, including updating land use data tables and maps, researching critical issues and assisting with facilitation of the Steering Committee and public meetings.

The Steering Committee was established to provide guidance to ACP and staff for this project. The Steering Committee included members from the public and private sectors in the Hudson community. The Committee assisted ACP and the City staff in preparing the Plan and also contributed to publicizing and organizing public meetings.

ACP facilitated auditing workshops with the Steering Committee held twice a month to work on completing the comprehensive plan update. The first meeting served as the project kick-off. At this meeting ACP and staff conducted an orientation on the purpose, approach and expectations for the project. The subsequent workshops focused on the seven elements of the current comprehensive plan.

- Land Use Concepts
- Environment, Recreation and Open Space
- Community Facilities and Infrastructure
- Transportation and Mobility
- Historic Core



- Growth Management Strategy
- Implementation

ACP used a combination of *Master Editing* and *Storyboard* techniques at each session to clarify, validate and/or modify planning policies. It was not the intention to discuss and reach agreement on every aspect of the plan. Rather, the intent was to have a productive session that touched all key policies of a given topic and recognize the interrelatedness of the topics. The Steering Committee also decided during the planning process to add an eighth element to the plan: Economic Development.

Following the eighth Steering Committee workshop, the Steering Committee facilitated a public meeting offering the general citizenry an opportunity to share their aspirations and concerns on many issues. In assembly, a brief presentation described the intent of the overall project and the specific meeting, and then the group of participants was broken into small groups to engage in brainstorming sessions. Their ideas were later woven into the objectives and strategies and vision of the Comprehensive Plan (see Appendix A).

The Steering Committee then conducted additional meetings with ACP and City staff to construct a series of goals, objectives and strategies based on the 1995 Comprehensive Plan and citizen input, as well as other sources. These statements are the guiding principles of the plan.

Later in the planning process an open house was hosted to share the goals, objectives and strategies with the public. Residents were informed about the open house through a number of media sources. At this session residents made comments on the goals, objectives and strategies, and any other component of the plan they wanted to address (see Appendix B). The public comments were then used to revise the goals, objectives and strategies before a draft plan was completed.

After all the revisions were made, ACP submitted a draft plan to the Steering Committee and City staff for final review. Additional comments were made on the draft plan before a final plan was submitted by ACP.

### Document Organization

This document is organized to allow for easy use and maximum efficiency for the reader. An overview of the plan is given in Chapter 2 Executive Summary, which is a summary of the key recommendations, policies and implementation strategies outlined in the plan.

Chapters 3 through 9 concentrate on each element of the plan. These include: Land Use; Environment Recreation and Open Space; Community Facilities; Transportation and Mobility; Downtown and Historic Core; Growth Management; and Economic Development. Each chapter presents a goal for each element, an overview of the element, key findings, objectives and strategies. Chapter ten outlines how the plan should be implemented.

While each element in the plan is presented individually, it is imperative that users of the plan recognize that all elements are interrelated. A decision or challenge in one aspect of the plan could have ramifications upon other elements. How the different elements relate to each other is important in order to achieve the goals of the plan.

The Appendix contains supporting data developed as part of the planning process including information from the Steering Committee meetings, ideas generated from the public involvement workshop, the building forecast analysis and tables.

## 2. Executive Summary

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***Hudson will be a vital community with a strong, local economy, managed residential growth and careful use of land that supports a high quality of life characterized by a unique New England style historic core, well-maintained neighborhoods, greenways, a diverse transportation network, and well-protected, environmentally rich and abundant open space.***

### A. Overview

The Hudson Comprehensive Plan serves as the guide for the community and city government in the ongoing formulation of policy to address growth and development issues. It is the broadest and most comprehensive tool to guide city decisions.

The merger of the City of Hudson and the Township of Hudson required consolidating administrative and legislative functions. Likewise, the need for a common vision for the community was apparent. The 1995 comprehensive plan was the vehicle to articulate this vision.

The pace of development was straining the community's ability to provide essential public services and basic amenities. The community experienced a 50 percent population increase between 1970 and 1980, a 35 percent increase between 1980 and 1990, and a 22 percent population increase from 1990 to 1995. In response to this growth, the 1995 Comprehensive Plan and other reports catalogued deficiencies in utilities, the transportation network, and public services due to growth demands outpacing system upgrades. The 1995 Plan concluded, "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." Further, the Plan stated "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 intent of the 1995 Comprehensive Plan was to "set predictable target levels that allow Hudson services, infrastructure and schools to be planned."

This update of the 1995 Plan was initiated by the City with the goal of maintaining and enhancing the quality of life for the citizens of Hudson. Since the 1995 plan, residential development has slowed considerably to a growth rate of 1.0 to 1.5 percent per year. However nonresidential development benefiting the City and school district tax base has still not increased sufficiently to offset the costs of providing both educational and governmental services, and to upgrade, replace and extend infrastructure.

The intent of this update was to evaluate the policies from the 1995 Plan in light of these and other changing conditions and develops a new set of policies that included three key layers: goals, objectives and strategies. Goals are the broadest policy statements that state a desired outcome in general terms. Objectives indicate a more specific policy direction and help organize strategies. Strategies are detailed actions necessary to initiate or complete an objective – such as a project or program.

### B. Key Recommendations

The Plan contains goals, objectives and strategies for implementation based on the public sentiment expressed throughout the process, the 1995 Plan and the deliberations of the Steering Committee. Outlined below is a summary of key recommendations in the plan.

- **Prepare an economic development study and plan.**

The idea for the Economic Development Study grew out of work by the Steering Committee and was confirmed by the public's input. The Study should identify Hudson's economic development strengths to achieve a desired percentage of non-residential development. The amount of non-residential development desired or needed should also be measured by the number of jobs created and the square footage added. A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis should be conducted that identifies Hudson's competitive advantages and perceived limitations (e.g. address limitations that can be changed). Ambitious but realistic goals should be established targeting specific industries. A Strategic Economic Development Plan should also be developed outlining specific, tactical recommendations.

- **Create an environment to retain and attract business.**

In order for the Strategic Economic Development Plan to be effective, the City needs to foster an environment conducive to economic development activity. Retaining existing businesses and enabling their expansion should be a primary focus of the City's economic development program. A pro-active marketing campaign should be developed that promotes Hudson as a great place to live and conduct business. The campaign should emphasize the City's exceptional quality of life and its many assets including appropriately zoned office and light industrial development sites and incentives for business development.

- **Minimize traffic impacts and promote sustainable traffic patterns.**

Hudson residents expect an efficient and sustainable transportation system. Hudson is currently experiencing high traffic volume which disrupts the quality of life and community character in Hudson. Hudson's residential growth has stabilized, but the amount of traffic traversing the community is growing. This is due to the increasing number of trips taken and the rise in the number of registered vehicles. Trips through Hudson compete with local travel on the limited number of state routes in the community. This is especially apparent within the downtown and has directly affected fire and emergency response times, as well as the duration of local commuter trips.

To minimize these impacts Hudson needs to provide incentives and alternative modes of transportation to reduce vehicle miles traveled and the number of trips taken via automobiles. Bike and pedestrian facilities have recently been established within the community as an alternate to vehicular travel, but additional linkages are

required to complete the network and improve neighborhood connectivity. The City should also actively encourage bicycle use among residents as an alternate form of transportation. Rail service is a consideration at the regional level and the downtown is a possible location for a future transit stop.

- **Continue the growth management program.**

The primary objective of growth management in Hudson is to limit the overall population growth and to balance the needs of a growing population with the financial burdens of maintaining quality services and financing the infrastructure build out required by a growing population.

The purpose of limiting residential development and slowing population growth in Hudson is to maintain the small town appeal of the community, to allow the school system and City infrastructure to meet the demand for services, and overcome inadequacies and overtaxed capacities.

In an effort to limit new residential development, the City should continue to limit the number of residential permits. This will be an effective tool to moderate residential growth, continue to allow the City to build and expand infrastructure to correct deficiencies from growth before the 1995 Plan, and to provide for predictable and reasonable growth in the future. The annual population growth rate should be maintained from 1-1.5 percent as practical and feasible.

The cost of servicing new residential development exceeds the potential revenue from increased property taxes. The use of impact fees on new residential development should be studied to offset additional costs placed on city services. Further, study should be given as to the ability and legality to use impact fees to offset the additional cost of new housing units and the burdens they place on the Hudson Schools. Impact fees should be studied to determine whether they could be used as deemed necessary to meet the increased demand for City services.

The City has in place a variety of additional growth controls in codes and regulations. By using these control measures the City aims to maintain a slow rate of growth and an economically feasible and predictable investment in City services.

The pace and amount of residential development directly affect the City's ability to provide needed services and facilities. Hudson should moderate development in an effort to create a fiscally stable community. At a one percent annual growth rate, Hudson could expect buildout of vacant residential land in 15 to 20 years. If growth rates returned to pre-growth control levels, build-out could occur in as little as five years.

As the Hudson population continues to grow, additional land will be consumed with new development placing a demand on the City's infrastructure. New growth should be organized in a compact land use pattern that is compatible with and enhances Hudson's existing land use pattern and infrastructure.

- **Protect and maintain neighborhoods.**

Hudson has distinctive neighborhoods that are cherished for their quality and character. The City should adopt conservation guidelines to promote remodeling of single-family homes that could be susceptible to deterioration and which are valuable to the Hudson community. Investments in open space, pedestrian improvements, landscaping and safety will create an atmosphere to encourage concurrent private investment.

The strong architectural protection of the Land Development Code, organizations active in historic preservation, and community awareness and education need to be actively maintained to continue to preserve the historic and architectural heritage that is cherished by residents, and for which Hudson receives regional, if not national recognition. The Connecticut Western Reserve, or New England, town character makes Hudson unique in its authenticity of architecture and layout of small blocks, and mixture of land use and town Green. The reuse of existing buildings and infill space will reinforce existing compact development.

- **Preserve environmentally sensitive areas.**

The remaining wetlands in Hudson are an important attribute of the local and regional ecosystem. These wetland areas are important to their respective watersheds and the City's water supply. The land use concepts recognize the importance of protecting the remaining wetlands. As recommended in the policy statements, the City should update a study of the location and quality rating of wetland ecosystems, and plant and animal communities.

The City should encourage private landholders to preserve environmentally sensitive lands on their property. In addition, the City should coordinate and cooperate with the Hudson Land Conservancy and other groups to protect, manage, and maintain high quality natural areas.

Wetlands and open space also play a significant role in improving water quality, air quality, and stormwater flow. Storm water management is an important component of growth management. It is the key factor for maintaining water quality and preventing erosion, but also for preventing floods. Every effort should be made by the City to continue to protect open space and wetlands as a cost effective and sustainable way to control pollution and flooding, and protect rare plant and animal communities. Recently in 2003, the City established stormwater management plans as recommended by the 1995 Comprehensive Plan, but progress in this area must continue.

- **Expand the park and open space system consistent with the Parks Master Plan.**

Parks and recreation facilities containing various programs and services target significant segments of the population, including children, teenagers, and senior citizens. The City has a variety of public and institutional parks, open spaces, recreation facilities and programs that should be maintained and enhanced.

Not all of Hudson's parks are developed with recreation facilities. In an effort to continually provide high quality recreational opportunities, the City will expand and create new facilities within existing recreational areas, and from time to time in new areas to meet the needs of current and future residents as set forth in The Hudson Parks Master Plan.

- **Provide utilities to potential industrial and office users as an incentive to development.**

Previous efforts have focused on maintaining existing infrastructure and serving new residential development. In addition to continuing maintenance, the City should identify and prioritize key commercial, office and industrial sites requiring new and improved services.

The quality of the City's infrastructure can be a tool to recruit new economic development. Hudson must provide affordable services to attract new businesses and industries. This effort will be done in accordance with the Comprehensive Plan and a forthcoming Economic Development Strategic Plan.

Water availability and distribution are valuable tools to recruit and retain businesses and residents, and to support the efforts of safety services. Improvements need to be made to County water lines to ensure there is adequate fire suppression coverage.

- **Maintain and improve the wastewater and stormwater management systems.**

The stormwater and wastewater infrastructure is a significant issue. Ongoing replacement and improvement to aging collection lines, culverts and ditches should be done on a regular basis. Non-structural water management should be implemented whenever possible.

Maintenance of the sewage system is a critical day-to-day issue. This includes ongoing replacement of aging collection lines and using improved monitoring and forecasting tools to address inflow and infiltration issues.

Stormwater management must be continually handled in an appropriate manner to ensure that property owners are not subjected to flooding and sewage backups. This requires coordination with residents and neighboring jurisdictions as watersheds cross geo-political boundaries. Efforts have been undertaken to address stormwater (flooding) issues in Hudson's Stormwater and Sanitary Sewer Action Plan. The City should continue to implement and fund necessary improvements to the existing infrastructure to ensure the safety of residents and environmental integrity.

- **Promote the Downtown and Historic Core as a destination point.**

Transforming the downtown into a destination point will require developing amenities and attracting uses that encourage visitors to extend their stay.

Hudson should promote the cultural heritage of the community when marketing the downtown as a destination and develop programs and activities that will engage residents and tourists in the history and heritage of Hudson.

The City should create additional housing in the downtown and Historic Core. Promoting residential uses in the downtown is an effective way to promote a mixed-use pattern. Creating new residential uses in or near the downtown through senior housing and second story dwellings will promote local businesses and foster a live, work and shop environment.

### Goals

The plan includes 7 goals, 41 objectives and 147 strategies, which are described in detail in the following chapters. The goals are listed below.

- **Land Use:** Monitor land use development to maintain a high quality of life in Hudson with a balanced tax base, while improving and maintaining key entryways, historic buildings, environmentally sensitive areas and the community's unique character.
- **Recreation and Open Space:** Provide recreational opportunities, preserve environmentally sensitive areas and open spaces, and create a greenway system that links existing parks, the Downtown and Historic Core, neighborhoods and natural areas with multipurpose trails and designated open spaces to enhance the sense of community.
- **Community Facilities:** Provide adequate infrastructure to meet current needs, to support future residential growth, and to foster economic development.
- **Transportation and Mobility:** Create and maintain a diverse transportation network that protects the unique quality and character of Hudson, enhances connections between neighborhoods, community activities and the region, while, improving traffic management, enhancing emergency access, and emphasizing pedestrian and alternative modes of transportation throughout the City.
- **Downtown and Historic Core:** Maintain and preserve the Downtown and Historic Core as the focal point of the town with retail, office, residential, and public uses, supported by a transportation system that creates a pedestrian friendly atmosphere, provides improved access for local businesses and enhances the streetscape.
- **Growth Management:** Continue to moderate the pace of residential development through the maintenance of growth management controls.

- **Economic Development:** Establish a positive and proactive business climate that encourages balanced and sustainable business expansion and diversification, assists in relieving the property tax burden of the individual citizen, contributes to the quality of life in the community, and respects the natural environment. The City shall work to retain and enhance its existing economic base while attracting new economic development.

## 3. Land Use

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### A. Goal

Monitor land use development to maintain a high quality of life in Hudson with a balanced tax base, while improving and maintaining key entryways, historic buildings, environmentally sensitive areas and the community's unique character.

### B. Overview

The City of Hudson is made up of a variety of neighborhoods and districts that have differing characteristics, but underlying similarities.

The character of a neighborhood or district in a City 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. The present zoning districts of the Land Development Code are the product of the Land Use Concept Areas of the 1995 Comprehensive Plan, which set forth existing community characteristics, illustrative land use types and design considerations. Permitted uses and development standards were formulated from these descriptions. Map 3.2 depicts existing land use overlaid by zoning district boundaries. The differentiation of the City into zoning districts is to retain distinct character and respond to different needs. Hudson's zoning districts are identified in Map 3.1, Land Development Code Zoning Districts.

This chapter recommends land use patterns and various design elements to maintain and improve on these areas. The Land Use objectives and strategies in this chapter provide guidance for future land use decisions, including where development or redevelopment should be directed, what areas should be preserved and what types of uses would be best suited for the existing landscape. This chapter and Hudson's Land Development Code (LDC) are the basis for protecting and enhancing Hudson's unique historic character and community vitality.



The land use element is a significant component of the Comprehensive Plan. Like many cities, Hudson must make wise, well-planned choices on how future development will occur on approximately 2,557 acres of remaining developable land (1,158 acres of non-residential and 1,399 acres of residential). Geographic information analysis was performed during the comprehensive plan update to identify vacant land and environmental constraints to development. Map 3.3, Environmental Constraints, depicts wetlands, floodplains and steep slopes of over 12 percent grade. Maps 3.4 and 3.5 depict vacant land with potential for development as non-residential and residential development areas. Map 3.4 Non-Residential Areas Map depicts vacant, developable parcels which are commercially zoned as Potential Development Areas (PDA). Each PDA is identified with a parcel number and the table in Appendix D lists the total acreage of the PDA, land area constrained by environmental features (i.e. wetlands, steep slope, floodplain), and developable acres. The potential building floor area and employment which each PDA could yield is also listed. Map 3.5 Residential Development Areas Map depicts vacant, developable parcels which are residentially zoned as Potential Development Areas and numbered for reference in Appendix D. Appendix D lists the residential parcels, acres of developable land, deducting for environmental constraints, and the number of homes and residents that development could yield. Development within established areas of the City's neighborhoods is a practical option to combating sprawl and promoting compact, clustered development, where infrastructure exists and City services are already provided. Infill development is also economically beneficial for Hudson, making optimal use of undeveloped and underutilized land, adding jobs, and boosting property values and City revenues.

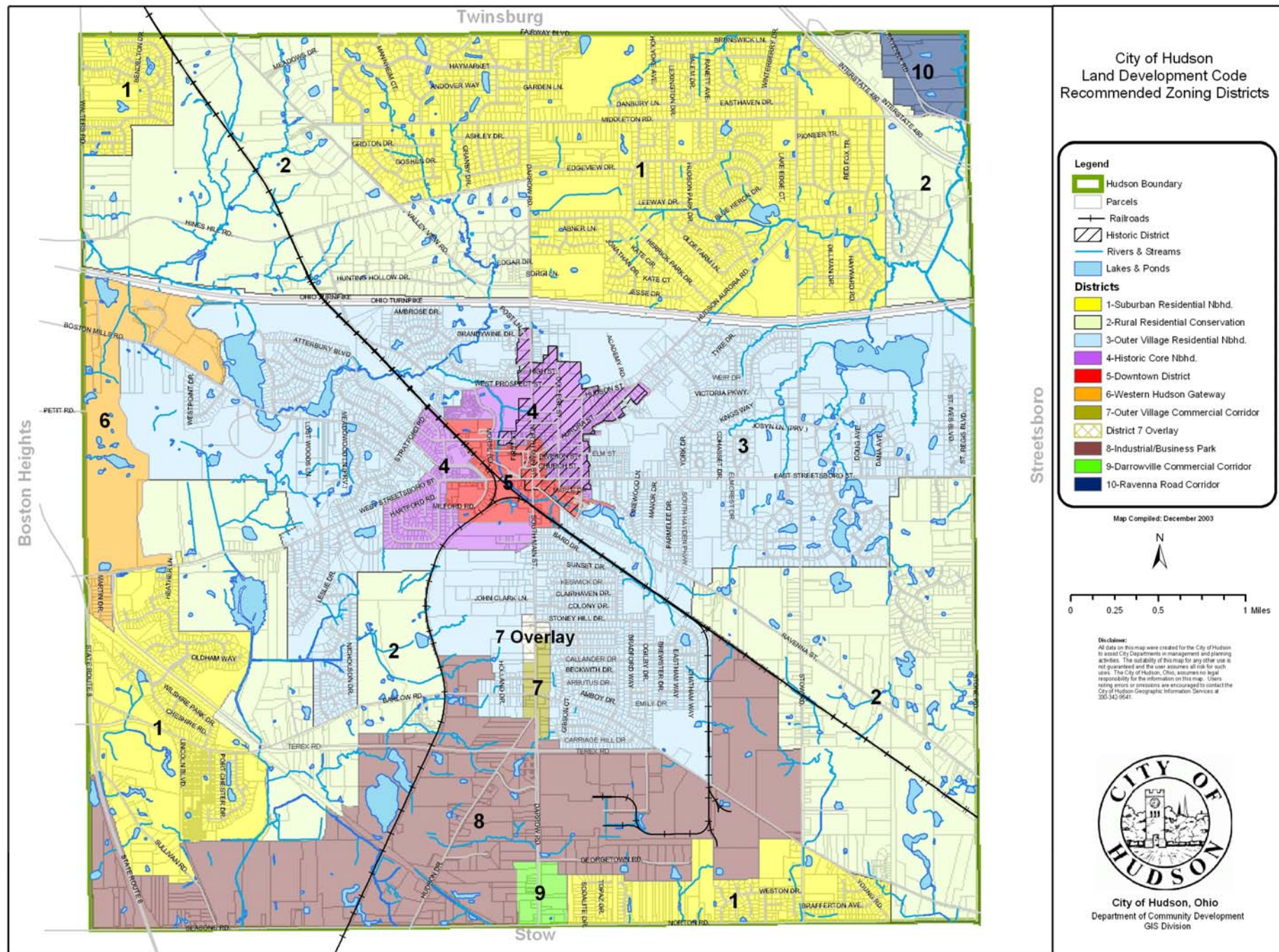
The provision of financial stability and predictability, through land use patterns and choices, is an important component of successful growth management and achieving land use strategies. Currently, approximately 80 percent of Hudson's property tax revenues are derived from residential sources. In the past, this ratio was more balanced, where residential taxes provided 40 percent and commercial taxes provided 60 percent of the City's property tax revenue. The build-out analysis indicates that Hudson will continue to have a disproportionate property tax burden on the residential portion of the community, eventually reaching a property tax balance of 70 percent residential and 30 percent commercial at build-out (see Memorandum: *Build-Out Forecast for Hudson* Appendix C). While it is important to have an improved 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 use in order to allow additional income tax revenues to be generated.

The Land Use objectives and strategies in this chapter are the vision for achieving the quality of life desired by Hudson residents in the future. These objectives should be the basis for regulatory mechanisms controlling land use in terms of development. The City's LDC and district map should be updated to reflect the land use objectives and recommendations outlined in this chapter. Hudson must balance these Land Use objectives with planned economic development, to maintain the quality of life and fiscal responsibility desired of the Hudson community.

### C. Key Findings

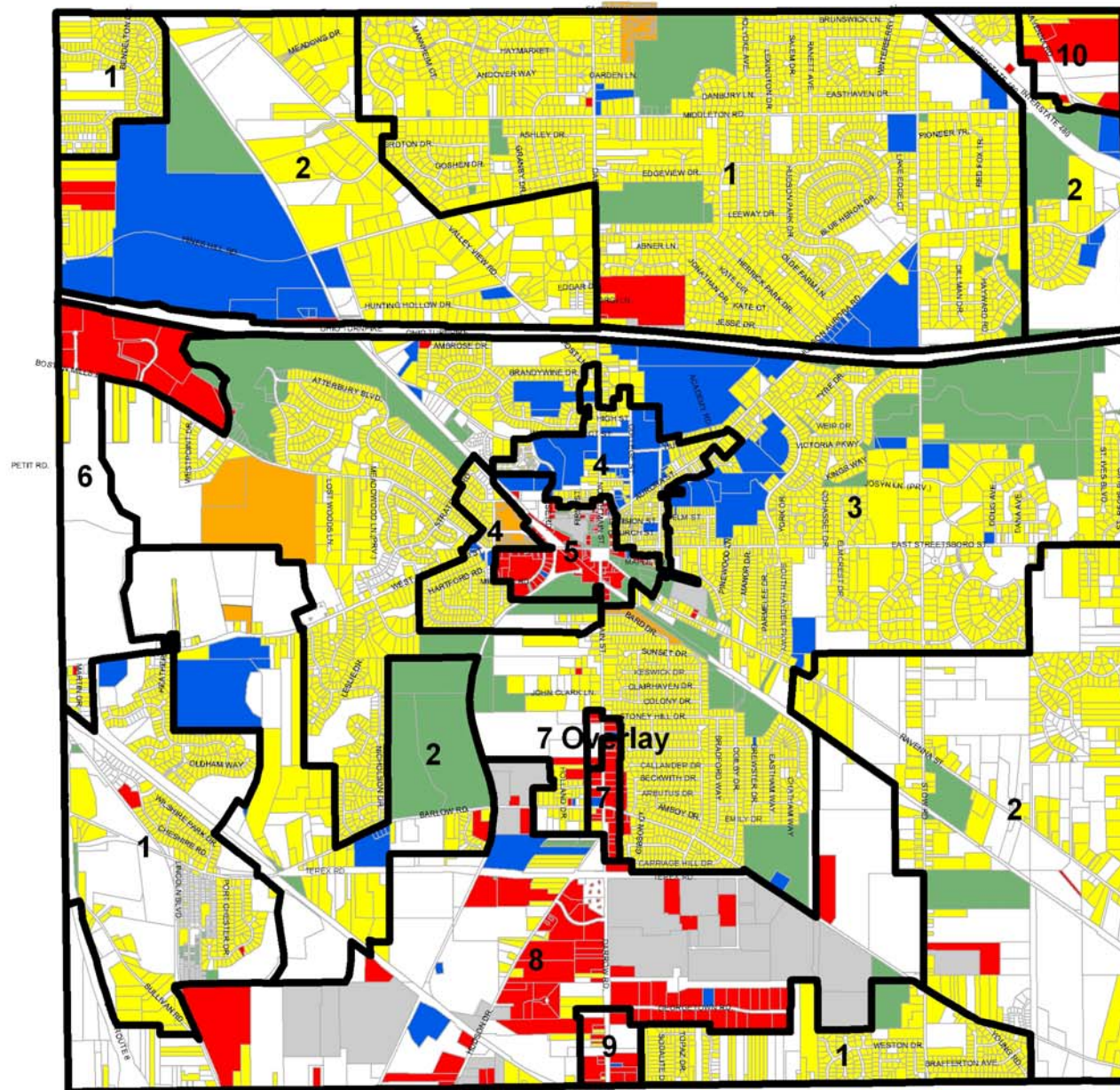
- **Hudson's Character:** Hudson has continued to maintain a small town character through zoning, architectural review and the LDC (see Map 3.1). The LDC is a comprehensive code that regulates through zoning and land controls. To improve aesthetic quality, key entryways into the community have been protected and improved through design controls in the Land Development Code. An inventory of historic buildings and properties was also updated and the City continues to protect historic buildings and properties. Hudson's character is also marked by a well-defined downtown core. The downtown core has been maintained as the focus of new development, establishing the core as Hudson's primary retail center and one of mixed use.
- **Transportation and Land Use:** The Transportation policies in the 1995 Plan prescribe a response to increased traffic flow in Hudson through maintaining two-lane roads and the use of traffic management techniques, in order to respect existing land use patterns. The City has further limited the impact that future traffic will have on land use through the Land Development Code.

- **City Revenue and Land Use:** The City has not made adequate progress toward the 1995 Plan goal of a 60/40 tax split as a means of achieving financial stability and more work needs to be done to enhance the tax base with commercial development. Some redevelopment and infill on existing sites has been initiated and continues as an ongoing objective, but more is needed. Potential residential and non-residential development is illustrated in Maps 3.4 and 3.3, and the existing land use pattern is illustrated in Map 3.2.
- **Environment and Open Space:** The preservation of environmentally sensitive areas and open spaces has been a key component of the City's land use controls and is addressed in the Hudson Parks Master Plan and the Land Development Code. New development needs to be configured to protect significant areas of open space, as stated in the 1995 Comprehensive Plan. The City is continuing to work with the Hudson Land Conservancy and Hudson Park Board to implement open space policies and the Hudson Parks Master Plan has identified specific land area requirements and sites to accommodate future demand for parks and recreation facilities. Certain lands that have environmental restrictions to development are illustrated in Map 3.3.
- **Controlled Growth:** The City's growth management strategy (see Chapter 8) and the LDC have contributed significantly to reducing the amount of land devoted to residential uses and stabilizing Hudson's population. The 2000 population of 22,439 is expected to reach 28,000 persons at buildout. Based on this residential forecast, Hudson is currently at 80% of residential build-out of its eventual population of 28,000 people (see Build out Forecast for Hudson, Appendix C).



Map 3.1 Hudson Zoning Districts Map



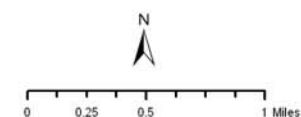


# **City of Hudson Comprehensive Plan Existing Land Use**

## **Legend**

- Parcels
- Single Family Residential
- Multi-Family Residential
- Industrial
- Commercial
- Parks & Open Space
- Public-Semi Public
- Hudson Zoning

Map Compiled on: 5-19-2003



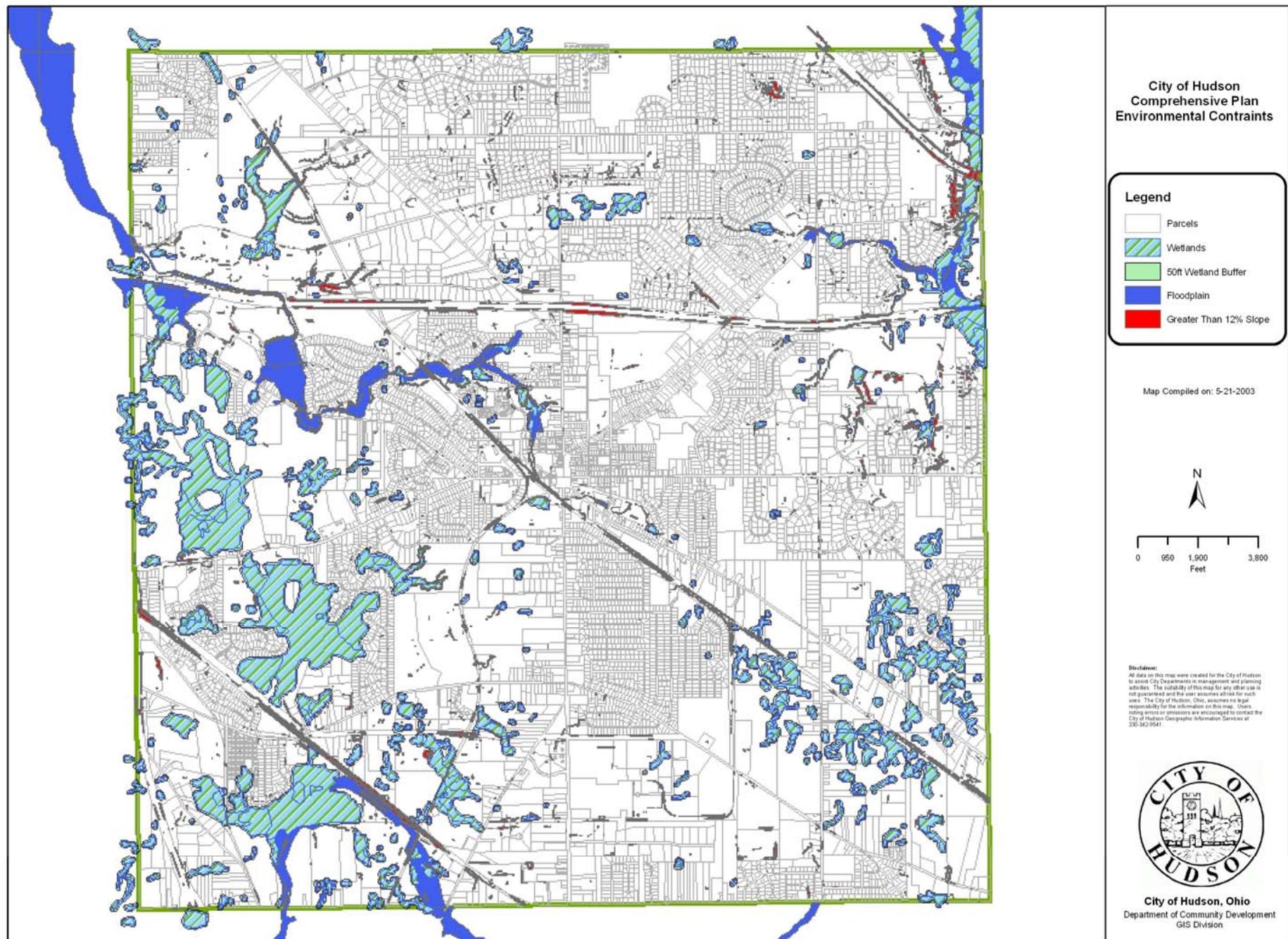
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Map 3.2 Existing Land Use Map





Map 3.3 Environmental Constraints Map

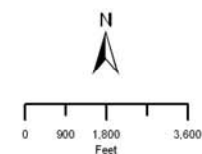


City of Hudson  
Comprehensive Plan  
Potential Non-Residential  
Development Areas

Legend

-  Constrained Land:  
(Wetlands, Floodplains  
& Steep Slopes)
-  NON-RESIDENTIAL PDAs
-  Parcels
-  Zoning Districts
-  Residential  
Zoning Districts

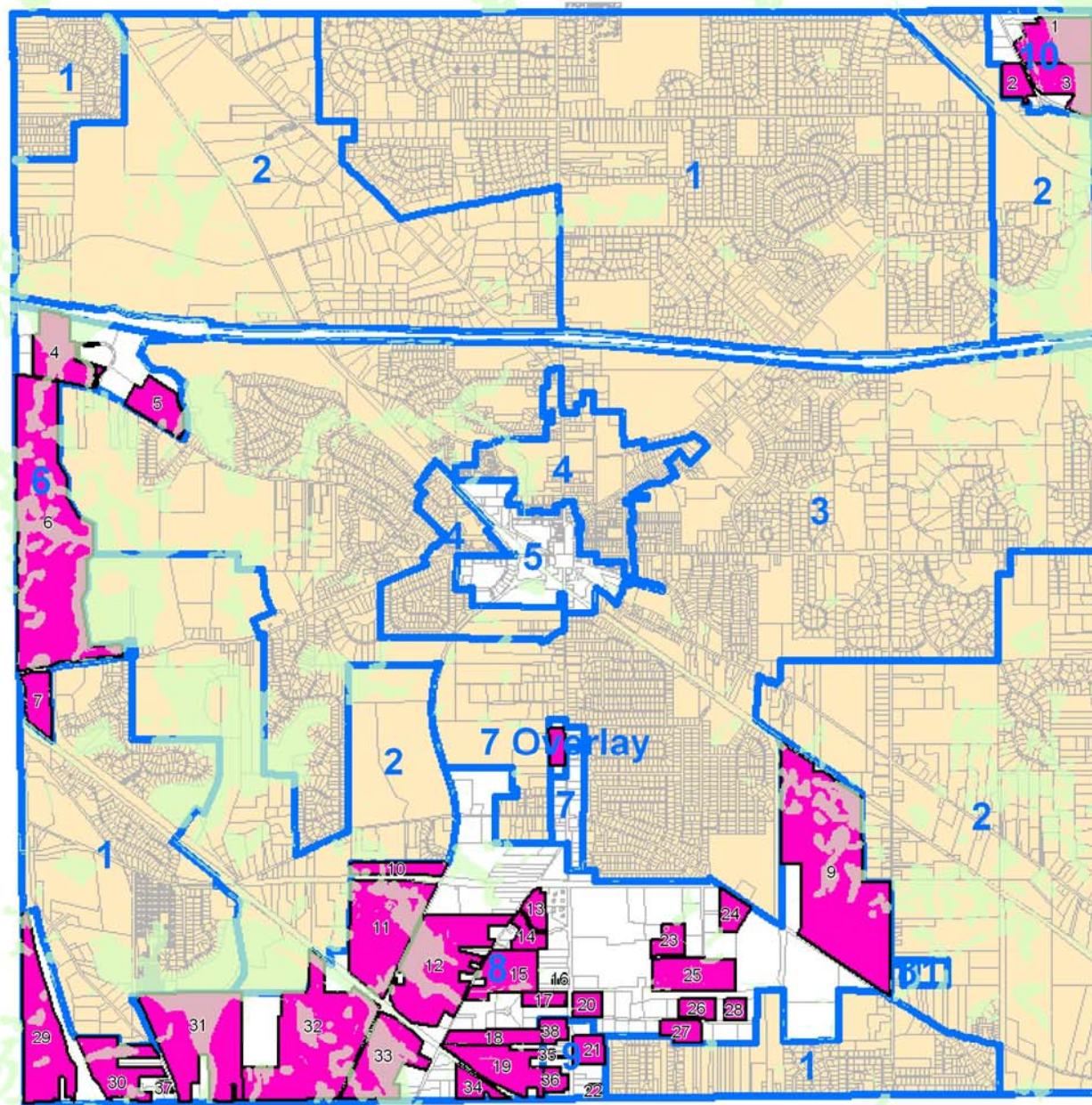
Map Compiled on: 5-21-2003



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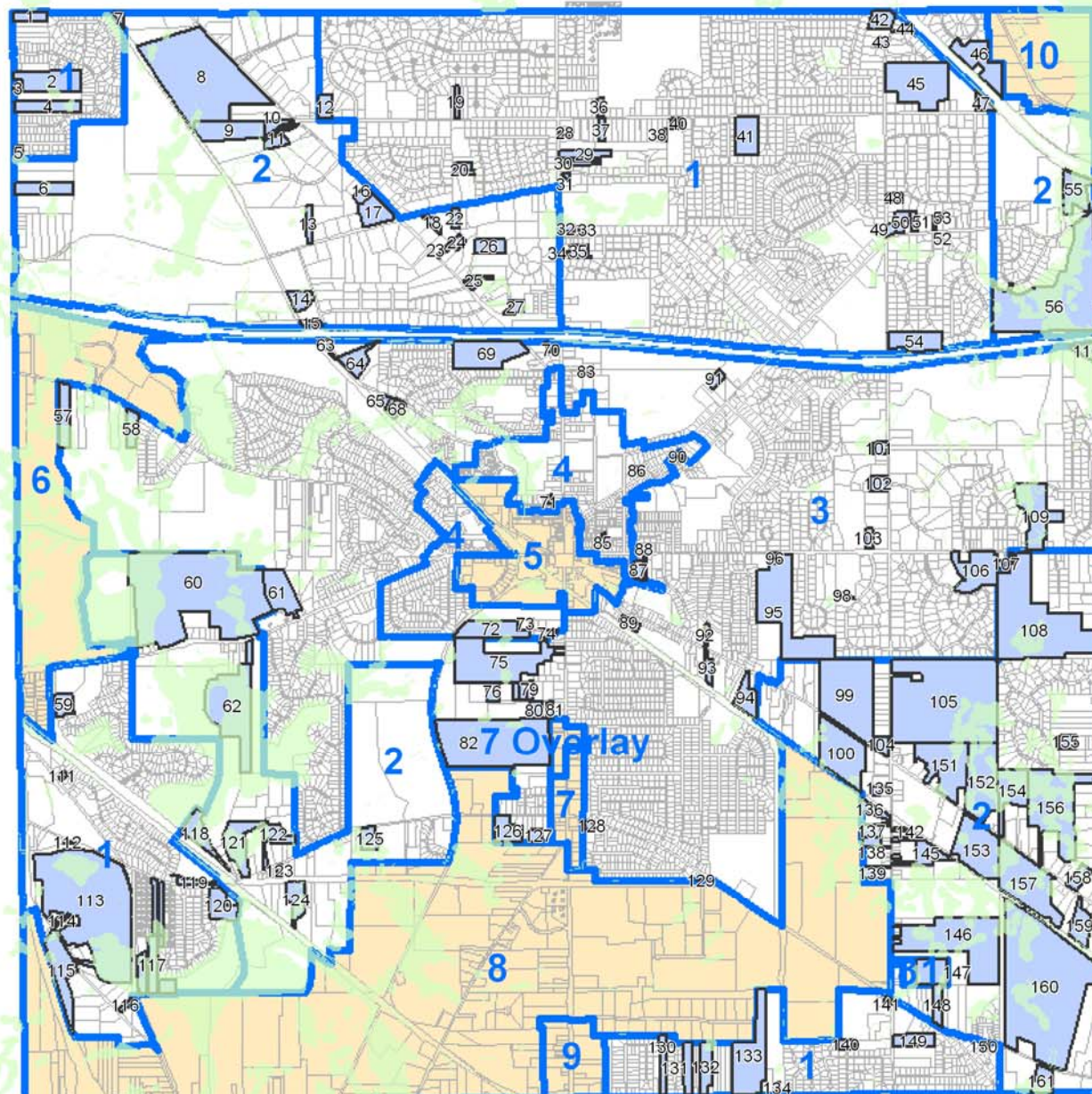


City of Hudson, Ohio  
Department of Community Development  
GIS Division



Map 3.4 Non-Residential Development Areas Map



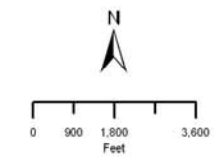


# City of Hudson Comprehensive Plan Potential Residential Development Areas

**Legend**

- Constrained Land:  
(Wetlands, Floodplains  
& Steep Slopes)
- RESIDENTIAL PDAs
- Parcels
- Zoning Districts
- Non-Residential  
Zoning Districts

Map Compiled on: 5-21-2003



**Disclaimer:**  
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City of Hudson, Ohio  
Department of Community Development  
GIS Division

Map 3.5 Residential Development Areas Map

#### D. Objectives and Strategies

The following objectives and strategies are based on meetings held with the Steering Committee, initial input from the public, and changes that have occurred since the 1995 Hudson Comprehensive Plan. This section contains objectives to improve land use in Hudson, followed by a series of strategies to implement each objective. Each strategy has a specific timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate – Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

#### **Land Use Objective 1: Manage land use decisions to control growth and maintain a high quality of life.**

Appropriate land use decisions determine when, where and how growth will occur in the community and directly affect the quality of life for residents. The City should strive to create a sustainable land use pattern, to control population, maintain a high quality of life, preserve environmentally sensitive features and the historic character and small town feel of Hudson.

##### **Strategy 1 A:**

**Balance land use decisions with planned economic development, in order to maintain the quality of life and fiscal responsibility that is representative of the community.**

Land development can contribute to the vitality of the Hudson community when it occurs in an appropriate and predictable manner. The City's revenues can be enhanced through appropriate land use patterns and development. It is critical that increased revenue can be created through a balance of commercial, office, technology and or light industrial development. Without enhanced revenue through new development, the City will not be able to meet future capital needs.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

##### **Strategy 1 B:**

**Continue to control the footprint size of retail development.**

In general, limits on retail building footprints exist in all commercial zoning districts. Restrictions limit ground floor retail to 5,000 and 10,000 square feet. Architectural controls are also used by Hudson to control building and parking orientation.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*



### **Strategy 1 C:**

**Update and maintain the City's Land Development Code (text and map) to incorporate the land use concept recommendations.**

The Land Development Code will be updated to accommodate the new objectives and strategies, specifically as the Code relates to District 9/ Darrowville Commercial Corridor.

*Priority: A*

*Time Frame: Immediate*

*General Responsibility: City*

### **Strategy 1 D:**

**Continue enforcing the Land Development Code.**

Hudson should continue to enforce the LDC in order to maintain high quality development. Special attention will be given to commercial areas when enforcing the Land Development Code to prevent new development from occurring that is inconsistent with the existing character of Hudson and the current land use pattern.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

## **Land Use Objective 2: Improve key entryways.**

Entryways are identified by areas where vehicles and pedestrians are first introduced to the Hudson community. Improving key entryways into Hudson is extremely important due to their capacity to create a first and lasting impression and to enhance the City's identity. While entryways can be different in terms of prominence, visibility and site conditions, all entryways should appear as if they were conceived as a cohesive group of entries with common characteristics. These designs should include similar signage, plantings, lighting and hardscape materials.

### **Strategy 2 A:**

**Protect and improve key entryways into the community through gateway concepts supported by design controls, identification signage for the City, and other land use and development tools.**

Hudson should better identify gateways and entryways into the community. By developing and defining entryways, Hudson can create civic pride, implement traffic calming tools, endorse local art and promote the historic characteristics that make Hudson unique, while giving a lasting impression to visitors.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 2 B:**

**Consider the development and adoption of standards and guidelines for new development and redevelopment along the southern Route 91 corridor (consisting of District 7, District 9 and a portion of District 8 that borders Route 91) to foster a more attractive, consistent and unified appearance along the length of the corridor.**

Some level of uniformity or integration should be achieved, be it landscaping, sidewalk treatment, setbacks, signage, tree planting, etc. and that helps to unify the streetscape and setting along this segment of road. Study should identify what is possible without wholesale zoning revision.

*Priority: C*

*Timeframe: Immediate*

*General Responsibility: City*

### **Land Use Objective 3: Protect and conserve environmental features and ecologically sensitive areas.**

The protection of environmental features is essential to maintain the ecological health of the community and in some cases, such as flood control, to preserve public safety and maintain the public water supply. The protection of environmental features is also important because it is a way for people to identify with a place and attract new residents and businesses. Hudson has retained environmental integrity by preserving a number of environmental features, creating numerous recreational opportunities and providing wildlife sanctuaries and other areas in which residents can enjoy a natural setting. These areas should continue to be monitored and preserved through the implementation of the objectives and strategies in this Plan, the LDC and the Hudson Parks Master Plan.

#### **Strategy 3 A:**

**Use the site plan review process within the Land Development Code and develop criteria to ensure conformance with open space and environmental preservation objectives.**

The Land Development Code will require development to comply with the open space and environmental preservation recommendations outlined in the Plan (see Environment, Recreation and Open Space). The Code is the optimal tool to ensure open space and environmental preservation objectives are realized.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

#### **Strategy 3 B:**

**Develop an environmental management strategy for sustainable open space and environmental protection, including acquisition standards and policies for environmental preservation and protection areas (wetlands, natural drainage ways, unique natural areas, and wildlife habitats).**

The City should update and maintain the Land Characterization Study and Index of Ecological Integrity (IEI), create a set of criteria for identifying areas of importance to the community and set aside the necessary resources to assure that these environmentally sensitive areas are protected for future generations.

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City*

#### **Strategy 3 C:**

**Encourage and work closely with the Hudson Land Conservancy, Hudson School District and Hudson Park Board to implement City open space policies.**

The Hudson Land Conservancy, Hudson School District and Hudson Park Board have an interest in preserving open space and operating recreation facilities. By coordinating their activities, these organizations can help the City provide open space that meets community-wide needs and serves all segments of the population.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 D:**

**Monitor critical environmental components such as wetlands, stream banks, tree canopy, riparian corridors and places off limits to development.**

Hudson must monitor environmentally sensitive areas and desirable environmental features to ensure that adequate preservation strategies and development restrictions are in place to protect these areas. The success of protecting these areas will determine the quality of the local and regional environment. It is important that Hudson cooperates with neighboring political entities to achieve an appropriate level of environmental protection, as environmental boundaries are not consistent with political or geographical boundaries.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 E:**

**Control the amount of impermeable surfaces to help manage stormwater and control flooding.**

Reducing the amount of impermeable surfaces can have a positive effect on Hudson's ability to manage stormwater and control flooding. The Land Development Code restricts the amount of impermeable surface area, generally, to no more than 60 percent of the site. The City will use natural permeable surfaces and retention basins, as well as innovative strategies (including amendments to the LDC) to allow for non-structural stormwater to naturally infiltrate the soil layers and restrict the amount of impermeable surfaces in a development.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Land Use Objective 4:**

**Protect and promote historic structures and the unique, New England character of Hudson, set within a rural residential framework.**

Hudson has many unique neighborhoods and districts with remarkable historic and architectural value. Hudson will continue to preserve these assets through the Historic designation review process, the Land Development Code and the cooperation of the Hudson Heritage Association (see the Downtown and Historic Core Chapter).

**Strategy 4 A:**

**Continue efforts to protect historic assets, including buildings and properties.**

Historic buildings and properties help create Hudson's identity, give a sense of historic continuity and are a valuable recruitment tool to attract businesses to the area. These historic assets will be preserved as designated by the City with the assistance of the Hudson Heritage Association.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 B:**

**Update and maintain an inventory of historic buildings and properties.**

With the cooperation of the Hudson Heritage Association the City will continue to maintain an up to date record of historically significant buildings in the community.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 C:**

**Maintain architectural and zoning distinction within the region.**

The current zoning and architectural standards found in the LDC are the framework for preserving Hudson's architectural integrity and historic resources. They should be updated periodically and utilized to ensure the City's unique character remains intact.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Land Use Objective 5:**

**Encourage better utilization of existing developed properties.**

It is in Hudson's best interests to reuse existing underutilized or vacant buildings or sites for new commercial development opportunities. Often vacant sites or structures are readily useable, or require only minimal improvement to create economic opportunities.

To assist in identifying and redeveloping these sites, Hudson should create an inventory of appropriate infill and redevelopment sites and facilitate the development of these sites by offering a streamlined development approval process (see Economic Development Chapter). Developers will be asked to meet requirements such as facade improvements, historic preservation, landscaping and pedestrian-friendly design that are compatible with the surrounding community.

**Strategy 5 A:**

**Pursue the development and redevelopment of existing commercial and industrial areas.**

Commercial and industrial development is critical to the City's economic health. Certain properties within the City, especially vacant commercial and industrial sites, should be developed at higher densities with more compatible uses. Commercial and industrial development should proceed in a way that enhances the quality of life in Hudson, attracts new businesses and increases employment opportunities.

*Priority: B*

*Time Frame: Immediate*

*General Responsibility: City*

**Strategy 5 B:**

**Encourage the reuse of existing buildings and infill space.**

The City will create an environment that attracts and enhances opportunities for redevelopment and revitalization. This is necessary for the City to improve its revenue stream and create a strong sense of identity by preserving valuable buildings. Redevelopment and revitalization should arise through the implementation of an economic development plan and other City efforts to create an attractive climate for investment.

Transfer of Development Rights is a tool which could assist in economic development through the reuse of buildings and help to preserve open space (see Glossary for definition of Transfer of Development Rights).

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

## **Land Use Objective 6: Create diverse housing opportunities and preserve existing residential neighborhoods.**

A major component of Hudson's identity and attractiveness is its residential neighborhoods. Outstanding residential neighborhoods will continue to be a trademark of the community. This includes ensuring new homes are compatible with their surroundings, properties are well maintained, and commercial development does not negatively impact adjacent neighborhoods.

Residential development can also help the City address many of the goals of the Comprehensive Plan. Building a variety of housing types to accommodate diverse housing needs is one example. The City should set specific targets for new housing developments and assist developers in meeting these objectives. The following strategies describe ways for the City to achieve this objective.

### **Strategy 6 A:**

#### **Protect the quality of existing neighborhoods.**

Hudson neighborhoods should be protected and strengthened to avoid disinvestment and decline. Investments in open space, pedestrian improvements, landscaping, and safety will create an atmosphere that encourages concurrent private investment.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 6 B:**

#### **Encourage more diversity in the types of homes (size, cost, style).**

Controlling the quantity and quality of residential development can help the City address many of the goals in the Comprehensive Plan. This can be achieved by creating a diverse housing stock with a variety of housing types and costs to accommodate the housing needs of the community. Planning for greater housing density to create additional open space will help actualize other objectives and strategies in the Plan.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

### **Strategy 6 C:**

#### **Encourage senior housing options, including more condominiums for seniors near the center of the City.**

Building new housing for seniors will positively contribute to the existing housing stock and provide manageable and affordable housing options for seniors. This housing is desirable near the downtown where residents can take advantage of a mixed-use environment.

*Priority: C*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 6 D:**

**Develop standards, guidelines, and incentives for maintaining and redeveloping mature neighborhoods.**

Hudson has several distinctive neighborhoods that are cherished for their quality and character. The City should adopt conservation guidelines to promote the remodeling of single-family homes that are targeted as deteriorating and valuable to the Hudson community. Property maintenance requirements and other related LDC provisions would assure that residential properties are well maintained.

*Priority: C*

*Time Frame: Long Term*

*General Responsibility: City*

**Land Use Objective 7:**

**Continually evaluate land uses and development standards within the zoning districts and make specific improvements and recommendations.**

To preserve the small town atmosphere of Hudson, the City should continually examine current development standards to guarantee Hudson is making optimal use of land and creating quality development.

**Strategy 7 A:**

**Create a new “vision” for District 9/Darrowville Commercial Corridor.**

A new vision for District 9 should include an increase in the maximum size of retail and service uses, including restaurants that serve and are supportive of office and industrial businesses of District Eight. Such retail and service uses of 5,000 square feet or less per floor should be permitted by right. Retail and service uses of more than 5,000 square feet per floor, but no more than 10,000 square feet per floor should be permitted as conditional uses. Hotels should be permitted as a conditional use. Office and hotel uses should have no size limitation. Access roads (excluding Darrow Road) should be facilitated as recommended in the State Route 91 Traffic Corridor Study, and distinguished from public streets. Setback requirements from these roads should be reduced.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

**Strategy 7 B:**

**Recognize and support the State Route 91 Traffic Corridor Study.**

The City will see through the recommendations of the S.R. 91 Traffic Corridor Study, including recommendations for traffic access management, improved access routes and bicycle/pedestrian ways.

*Priority: A*

*Time Frame: Immediate*

*General Responsibility: City*

## 4. Environment, Recreation and Open Space

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### A. Goal

Provide recreational opportunities, preserve environmentally sensitive areas and open spaces, and create a greenway system that links existing parks, the Downtown and Historic Core, neighborhoods and natural areas with multipurpose trails and designated open spaces to enhance the sense of community.

### B. Overview

Recreational areas are important to a community by providing a place to relax and play in a natural setting. Open spaces are also critical to the character of the City and are considered to be amenities in the community. Open spaces represent land dedicated for conservation, areas yet to be developed and areas set aside from development.

This section of the plan outlines policies for managing the park system, open spaces, greenways and environmental resources. It also addresses the natural and human linkages between the parks, open space, neighborhoods, and the downtown, and provides strategies to enhance and preserve sensitive ecological systems in the Hudson region.

Parks and natural areas are primary components shaping the identity and image of the City of Hudson. One of the key strategies for this section of the plan is to maintain a strong balance of parks, green ways and environmental preservation, and to temper and integrate development in a sustainable pattern for the betterment of the community. The strategies in this section were created through input from the Steering Committee, Hudson residents, the Hudson Park Board (HPB), policies from the 1995 Comprehensive Plan and the Hudson Parks Master Plan.

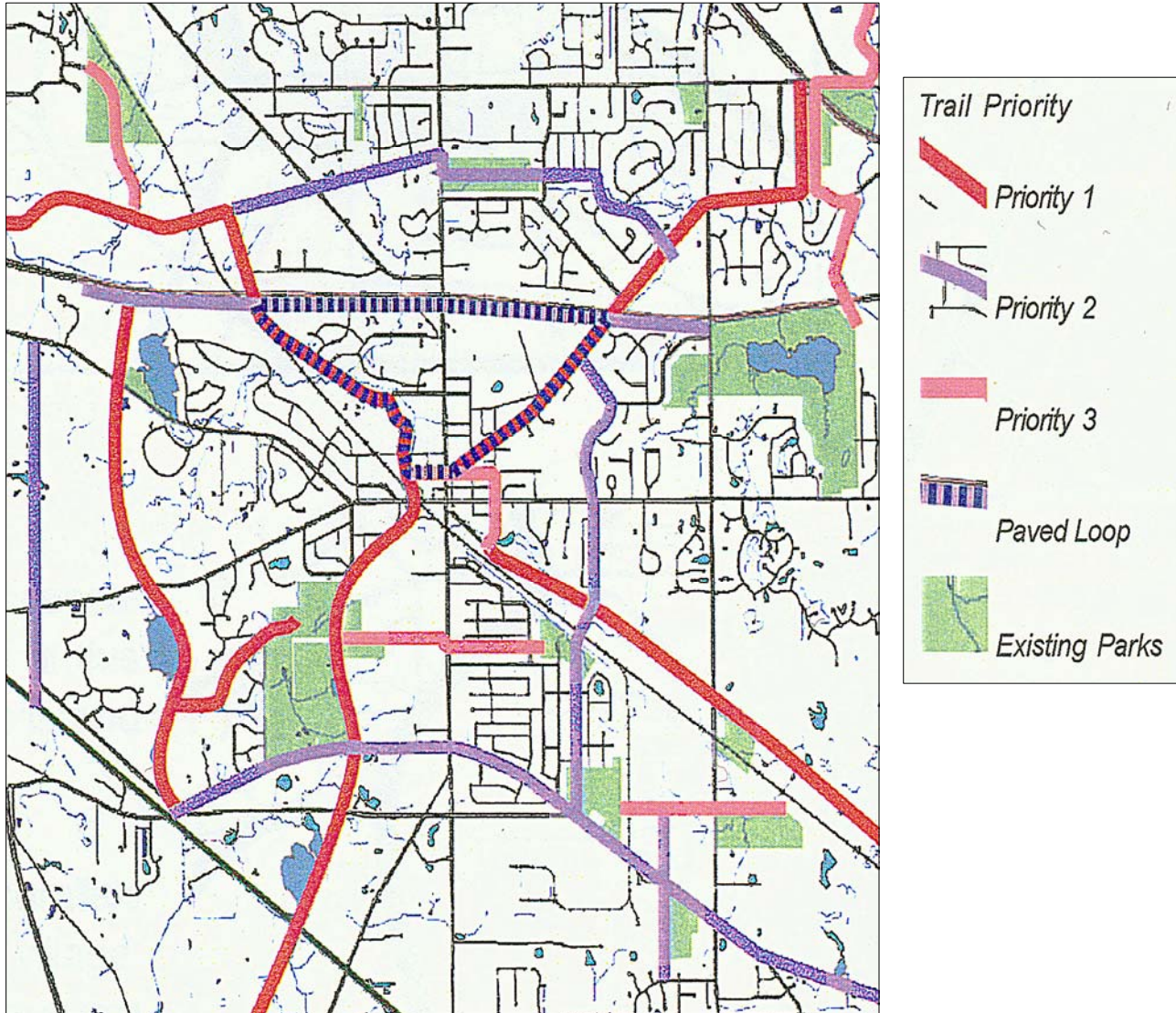
The natural environment and its resources establish and enhance the overall quality of life for a community. This goes beyond parks, recreation and open space to include tree cover, wetlands and undeveloped hillsides. Examples of this include the Village Green and the wetlands in District Two north and south of S.R. 303. Lack of vigilance in protecting these areas can result in poor water quality, flooding, air pollution, habitat destruction and loss of open space. In turn, this chapter plays an important role in Hudson's overall growth management strategy because of the large number of wetlands, poor draining soils and inadequacies of stormwater management.

The aim of this chapter is to address the aesthetic, social and ecological state of the environment within the Hudson community. The objectives and strategies outlined in this section will shape a future for the Hudson community where environmental features are protected, pollution is reduced, resources are managed sustainably and recreational and open space designations are proportional to new development.

### C. Key Findings

- **New Facilities and Land Acquisition:** The City of Hudson has experienced significant growth in the past few decades and could reach a population of approximately 28,000 in the next two decades. To maintain the current ratio of 55 acres of open space and recreation space to every 1,000 residents, an additional 275 acres of open space and parks would be needed. The Parks Master Plan has outlined the additional active sports fields needed for Hudson residents. A community feasibility study was completed to evaluate locations for the development of a community recreation facility. The Recreation Center Feasibility Study has considered the development of additional community facilities, including but not limited to, a community swimming pool, an ice rink and tennis courts.
- **Green Connections:** A comprehensive system of open space linkages and active and informal recreation linkages has been outlined in the Parks Master Plan in a manner that serves and enhances the community. The City should continue to coordinate linkages with the Metroparks and the Cuyahoga National Park.
- **Preservation of Ecologically Sensitive Areas:** As an ongoing concern, the City has continued to maintain an environment conducive to preserving wetland ecosystems and unique plant and animal communities. A Land Characterization Study was conducted in 1996 to identify and preserve ecologically sensitive areas. The Index of Ecological Integrity was developed as a result of the study and now makes up part of the Land Development Code.
- **The Parks Master Plan:** The Parks Master Plan recommended the completion of a community-wide linked system of active and passive use designations: active, mixed use, limited use or preservation (See Map 4.1). The objectives and strategies outlined in this section reflect the issues raised in the Parks Master Plan, but are not as detailed as the Parks Master Plan. The Parks Master Plan should be referred to and used for an enhanced description of the objectives and strategies in this section.
- **Hudson Land Conservancy:** Utilize the Hudson Land Conservancy established in 1994. The Conservancy will continue to assist the City in land acquisitions and environmental preservation.





Map 4.1 Parks Master Plan Trail Plan (HPMP 2000).

#### D. Objectives and Strategies

The following objectives and strategies are based on the 1995 Hudson Comprehensive Plan, meetings held with the Steering Committee and input from the public. This section contains objectives to improve the environment, recreation and open spaces in Hudson, followed by a series of strategies to implement each objective. Each strategy has a specific timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate – Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

## **Environment, Recreation and Open Space Objective 1: Protect and preserve open spaces.**

Hudson is unique for many reasons including the quality of the natural environment. The quality and quantity of open space in Hudson is also a defining component of the community's character. The availability of open space and natural areas makes Hudson an attractive place to live and locate a business. It provides opportunities for residents to explore nature and participate in a number of outdoor recreational opportunities including fishing, biking, boating and hiking. Open space areas also contribute to the quality of life in Hudson. They provide views of scenic areas, maintain a portion of the rural atmosphere in Hudson and are a crucial component of stormwater management.

### **Strategy 1 A:**

#### **Selectively acquire, as feasible, additional property suitable for open space.**

It will be an ongoing strategy to acquire land suitable as open space. This can occur through land acquisitions, conservation easements, conservation development, and innovative programs such as Transfer of Development Rights (TDR, see Glossary for definition). The following criteria should be used to determine areas that should be preserved as open space:

- Does property abut or contain water resources (a stream, pond, wetland, bog, swamp or marsh)?
- Is the property part of a public water supply watershed (aquifer recharge areas, wellfield, etc.)?
- Is the property important for maintaining water quality? Does it have water resource buffer or protection value; does it protect ground water supply from development or pollution?
- Does the property have importance for surface water drainage, flood control or as a potential storage site?
- Can the property make a significant contribution to recreation within the community?
- Does the property contain environmentally sensitive areas?

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: City, Hudson Land Conservancy*

### **Strategy 1 B:**

#### **Coordinate all open space acquisitions and recreational areas with the Growth Management Strategy.**

Open space acquisitions should be in line with the Growth Management Strategy. The purpose of this strategy is to ensure the development and allocation of open space is in line with the projected needs of the community. This is outlined by information in the Growth Management Strategy including population growth and development of residential and non-residential buildings.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Hudson Land Conservancy*

### **Strategy 1 C:**

#### **Encourage developers to submit management plans for areas dedicated as private open space.**

The City will strongly encourage developers to adopt conservation development principles when building in Hudson to preserve open space; and when and where appropriate, require developers to submit a plan to designate areas as private open space. However, designating open space as part of fulfilling LDC requirements often does not include the maintenance of the designated open space. It will be a required principle of open space designation to include a plan for how private and public open space is maintained.

*Priority: A*

*Time Frame: Immediate*

*General Responsibility: Land Development Code*

**Strategy 1 D:**

**Explore new revenue sources and innovative partnerships to acquire grants or other sources of funding for open space acquisitions.**

Although the acquisition of open space decreases the burden of infrastructure and services, multiple sources of revenue are often required to sustain open space acquisition and maintenance. An ongoing objective of the City is to explore sources of revenue to support the City's mission of planning for abundant open space. Possible revenue sources include transfer taxes, bond issues, state and federal grants, foundations, private donations and Transfer of Development Rights.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Environment, Recreation and Open Space Objective 2:  
Preserve wetlands and environmentally sensitive areas.**

The remaining wetlands in Hudson are an important attribute of the local and regional ecosystem. The location of potential wetlands have been mapped and ranked based on wetland quality. These wetland areas are important to the watershed and the City's water supply. The land use concepts recognize the importance of protecting the remaining wetlands. A minimum setback of one hundred (100') feet from high quality wetlands has been established through the LDC for new development in some areas. As recommended in the policy statements, the City should commence a study identifying the location and quality rating of wetland ecosystems, and plant and animal communities.

The City will encourage private landholders to preserve environmentally sensitive lands on their property. Undeveloped natural areas that contain wetlands and environmentally sensitive areas should be maintained in their current state. The City will coordinate and cooperate with the Hudson Land Conservancy and other groups to protect, manage and maintain high quality natural areas.

**Strategy 2 A:**

**Protect wetlands, natural drainage ways, unique natural areas, ecosystems and wildlife habitats with sensitive environmental attributes.**

The City recognizes its role as a land steward in the Cuyahoga Valley, and will actively protect and preserve environmentally sensitive areas based on their environmental quality, and the role the area plays in contributing to the health of the local environment and the regional ecosystem. It is also important the City protects environmentally sensitive areas such as drainages and wetlands due to their ability to manage stormwater and filter runoff.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Strategy 2 B:**

**Maintain through the Land Development Code an environment conducive to preservation of wetland ecosystems and unique plant and animal communities.**

The Land Development Code should continue to complement the City's objectives to preserve natural and environmentally sensitive areas. Where there are discrepancies between the Code and the Plan, the Code should be tailored to reflect the objectives in the Plan.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Strategy 2 C:**

**Pursue acquisition or conservation easements of lands with high environmental quality.**

Land to be reserved for open space can be acquired through outright purchase or through the use of conservation easements, TDR and other conservation strategies. Conservation easements can be used as a tool to assure land is held as permanent open space; landowners who implement conservation easements will be provided with tax incentives.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Land Development Code*

**Strategy 2 D:**

**Promote delineation, preservation, and reclamation of wetlands and open spaces with an emphasis on remediating drainage problems, protecting water quality, enhancing stormwater management, and preserving unique plant and animal communities.**

Wetlands and open spaces play a significant role in improving water quality, air quality, and stormwater flow. Every effort should be made by the City to continue to protect open space and wetlands as a cost effective and sustainable way to control pollution and flooding, and protect endangered plant and animal communities. In 2003 the City established a stormwater utility plan as recommended by the 1995 Comprehensive Plan, but progress in this area must continue.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Environment, Recreation and Open Space Objective 3:  
Provide residents of all age groups with recreational facilities and programs.**

The City has a variety of public and institutional parks, open spaces, recreational facilities and programs that should be maintained and enhanced. These programs and facilities provide various services, and should target significant segments of the population, including children, teenagers, and senior citizens.

**Strategy 3 A:**

**Enhance recreation facilities provided within existing parks.**

Not all of Hudson's parks are developed with recreation facilities. In an effort to continually provide a high level of recreational opportunities, the City will expand and create new facilities within existing recreational areas, and from time to time in new areas. This will be done in an effort to meet the needs of current and future residents as set forth in The Hudson Parks Master Plan.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City and Hudson Park Board*

**Strategy 3 B:**

**Pursue the development of additional recreational facilities and programs including, but not limited to, a community swimming pool, an ice rink, and tennis courts.**

The Hudson community has outlined a number of additional recreational opportunities it would like to pursue (See Recreation Needs Survey and Recreation Center Feasibility Study).

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City, Private Sector and Hudson Park Board*

**Environment, Recreation and Open Space Objective 4:  
Create a system of greenway and trail connections as specified in the  
Parks Master Plan.**

The Parks Master Plan contains an Open Space Template. This Template provides the framework for open space expansion and connectivity. The plan defines greenways as corridors that link areas of undisturbed natural habitat. Such corridors provide a passage for wildlife and humans to travel from one sector of the community to another. Stream corridors are the most identifiable examples of greenways in the community, but greenways can also be passages of undisturbed trees and rural lands that have been protected from development and link natural areas with developed areas.

**Strategy 4 A:**

**Create and maintain a greenway system of multi-purpose trails that link the historic downtown core, existing parks, schools, commercial activity areas, neighborhoods, wetlands, drainage systems, and other natural areas, and provide linkages to trails in neighboring communities.**

The Open Space Template and Trail Concept in the Parks Master Plan will be used as the primary outline to implement this strategy.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City and Hudson Park Board*

**Strategy 4 B:**

**Parks should act as trailheads and trail intersections to improve the utilization of parkland holdings.**

Parks are an integral part of the trailway network. Locating parks at the beginning of trailheads and at major intersections provides an opportunity to create new trail connections and improve access to existing parks.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City and Hudson Park Board*

**Strategy 4 C:**

**Coordinate the proposed trail system with regional, state, and national trail systems.**

Hudson residents have the benefit of living in close proximity to a national and regional park system. Tying the City's trail network into a wider trail system will improve the utilization of Hudson trails, and create the perception of a much larger park system.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City and Hudson Park Board*

**Strategy 4 D:**

**Upgrade and centralize the management of Brandywine Creek, Tinkers Creek and Mud Brook watersheds.**

Brandywine Creek, Tinkers Creek and Mud Brook are significant components of the watershed within and surrounding Hudson, and a key component of the larger environment. The City should institute a management structure to ensure the ecological health and function of these watersheds. Hudson Land Conservancy should be invited to participate.

*Priority: A*

*Time Frame: Short Term\**

*General Responsibility: City*

**Strategy 4 E:**

**Coordinate linkages between the City of Hudson, its neighborhoods, parks, and park facilities through agencies serving the larger regional population.**

Hudson will coordinate with other municipalities, Metroparks and the Cuyahoga Valley National Park in order to provide greater regional recreational opportunities.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City and Hudson Park Board*

**Strategy 4 F:**

**Utilize public and private organizations to monitor and raise funds for open space and greenway acquisitions.**

The City has limited resources with which to fund open space acquisitions and will aggressively pursue partnerships with other organizations with an interest in open space protection and conservation. This includes the Hudson Land Conservancy, The National Park System, the Nature Conservancy, the Hudson School District and other organizations. The City will facilitate funding initiatives to add land to the greenway and open space system throughout the community via conservation easements and land acquisitions.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City and Hudson Park Board*

**Environment, Recreation and Open Space Objective 5:  
Expand existing park facilities and provide additional parks where appropriate and consistent with the Parks Master Plan.**

Hudson will need to continually add open space, parks and recreational sites to accommodate the demographic diversity and projected population growth in the community.

**Strategy 5 A:**

**Periodically consider and update the Hudson Parks Master Plan.**

The Hudson Parks Master Plan provides the overall framework for the parks system, trail network and management of open space. In order for this Plan to operate at its full potential it will need to be updated on a regular basis of every five to ten years. This will ensure park facilities are accommodating the recreation needs of the growing population. It is also important that the Plan focuses on how land that is sensitive or of high environmental integrity will be protected from development and deterioration.

*Priority: C*

*Time Frame: Short Term*

*General Responsibility: City and Hudson Park Board*

**Strategy 5 B:**

**Maintain the Village South property for open space, recreation and public use.**

The Village South property provides an excellent place to locate additional recreational and community facilities. The City could consider creating a community center on the Village South property. The development of the property will be consistent with the goals of the Parks Master Plan and should provide activities for all age groups.

*Priority: C*

*Time Frame: Short Term*

*General Responsibility: City and Hudson Park Board*

**Environment, Recreation and Open Space Objective 6:  
Maintain environmental guidelines and criteria to direct City Staff and developers.**

The City Staff and developers will refer to the LDC, the Parks Master Plan and state and federal standards to direct planning and development initiatives that are environmentally sound. Planning documents will need to be updated regularly to keep environmental policies up to date with these guidelines.

**Strategy 6 A:**

**Maintain the focus of the Land Development Code on the preservation of natural vegetation, tree cover and use of new landscaping.**

The LDC is an effective tool in preserving critical resource areas and setting aside open space. This focus must be maintained in subsequent updates of the LDC.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Strategy 6 B:**

**Maintain the inclusion of appropriate open space, greenway linkages, and sidewalks as part of the Land Development Code review and approval process.**

The subdivision standards in the LDC will be used to continue the extension of sidewalks and pedestrian and bike paths through the community. The Code will continue to focus on incorporating open space, greenways, linkages and sidewalks in the review and approval of new development.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Strategy 6 C:**

**Improve and maintain the Index of Ecological Integrity in the Land Development Code to locate and rate high quality wetlands, stream corridors, vegetation, and wildlife habitats.**

Hudson's Land Characterization Study contains an Index of Ecological Integrity. The Index, which is a rating of the health of natural systems, includes maps with ratings for individual systems of species diversity, uniqueness of habitat, level of disturbance, hydrology, water quality, tree canopy, permeable and impermeable surfaces and composite ratings for developed and undeveloped land. The City will continue to utilize the Index as a tool to locate and evaluate wetlands and environmental features including wildlife populations and habitats.

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code/City*

**Strategy 6 D:**

**Maintain the location and rating of high quality wetland ecosystems including plant and animal communities.**

Wetlands play an important ecological role in maintaining a healthy environment. The City will identify and protect wetlands to ensure that they provide a habitat unique to flora and fauna, and assist in the City's ability to manage stormwater and flooding.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 6 E:**

**The Hudson Park Board, Hudson Land Conservancy, School Board, Community Education and Recreation Committee and other entities should continue to draft, publicize, and implement innovative cooperative operation and acquisition agreements with the City.**

By sharing resources, these organizations can cost effectively provide services to maintain and manage the community's ecological and recreational facilities. It is important to avoid the duplication of services and facilities and take advantage of joint purchasing power. Each organization can provide a specific focus to expand the City's ability to acquire and utilize public land and open space.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Hudson Land Conservancy, Hudson School District, and State Government*

**Strategy 6 F:**

**Develop a management strategy for open space and environmental protection, including acquisition standards and policies for environmental preservation and protection areas (wetlands, natural drainage ways, unique natural areas, and wildlife habitats).**

A strategy should be developed for collectively managing the City's natural resource base in cooperation with the Park Board, Hudson Land Conservancy and the School Board.

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City, Hudson Land Conservancy*



**Strategy 6 G:**

**Encourage and work closely with the Hudson Land Conservancy and Hudson Park Board to implement open space policies.**

It is critical that the City continues to communicate and cooperate with the Hudson Land Conservancy and Hudson Park Board to effectively implement open space policies and preserve unique environmental features.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Hudson Land Conservancy*

## 5. Community Facilities

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### A. Goal

Provide adequate infrastructure to meet current needs, to support future residential growth and to foster economic development.

### B. Overview

The City of Hudson aims to provide a sound infrastructure through a full range of community services and associated facilities. This includes the primary safety and utility services: fire and emergency medical services, water, sanitary sewer, storm sewer and electric utilities. Although transportation services are certainly a part of the City's infrastructure, this topic is separately covered in Chapter Six. Other services and facilities, including those provided by the schools and the library, are supported indirectly by the City through the coordination of services and facilities with those entities.

This chapter of the Comprehensive Plan addresses the City's role in providing the community with services and facilities. It provides general guidance for maintaining and improving existing facilities and providing new services and facilities as appropriate. The challenge is to continue providing this level of service to the community in a cost effective manner in order to make the best use of limited resources.

The 1995 Comprehensive Plan indicated that the delivery of community facilities, utilities and services was reactionary to development. Since the 1995 Plan, the City has worked to alter this situation by identifying where infrastructure should be provided to support community goals, such as economic development, rather than letting development determine where services are extended.

The 1995 Plan also recognized the need to maintain and upgrade existing facilities and services and provide them in advance of or concurrent with development. The Plan further stated that this was to occur in accordance with a growth management strategy. The growth management strategy has been successful in limiting the amount of

development. It has restricted population growth and curbed the need to extend infrastructure to serve residential development. For a comprehensive assessment of how the growth management system has affected the delivery of services and provision of facilities see the *Growth Management Residential Development Allocation System Annual Review Report*. Development is further limited by the condition and capacity of existing infrastructure. A considerable amount of the City's resources, for instance, have been directed to correcting deficiencies.

A renewed emphasis on economic development is prompting a shift from serving new residential development to serving new commercial development and maintaining and upgrading the existing infrastructure. Regardless of whether or not the community grows, demand for certain services will change and may even increase over time (for example emergency medical services and services for seniors).

The objectives and strategies outlined in this chapter set the foundation for future decisions regarding community facilities and infrastructure. These statements recognize that control over infrastructure and community services is a vital aspect of managing growth and fostering economic development. The objectives and strategies aim to relieve and protect Hudson residents from deficiencies in the delivery of services. The City should also control the location and extent of community facilities to manage growth, recruit new businesses and provide a high level of service and quality of life to Hudson residents.

### C. Key Findings

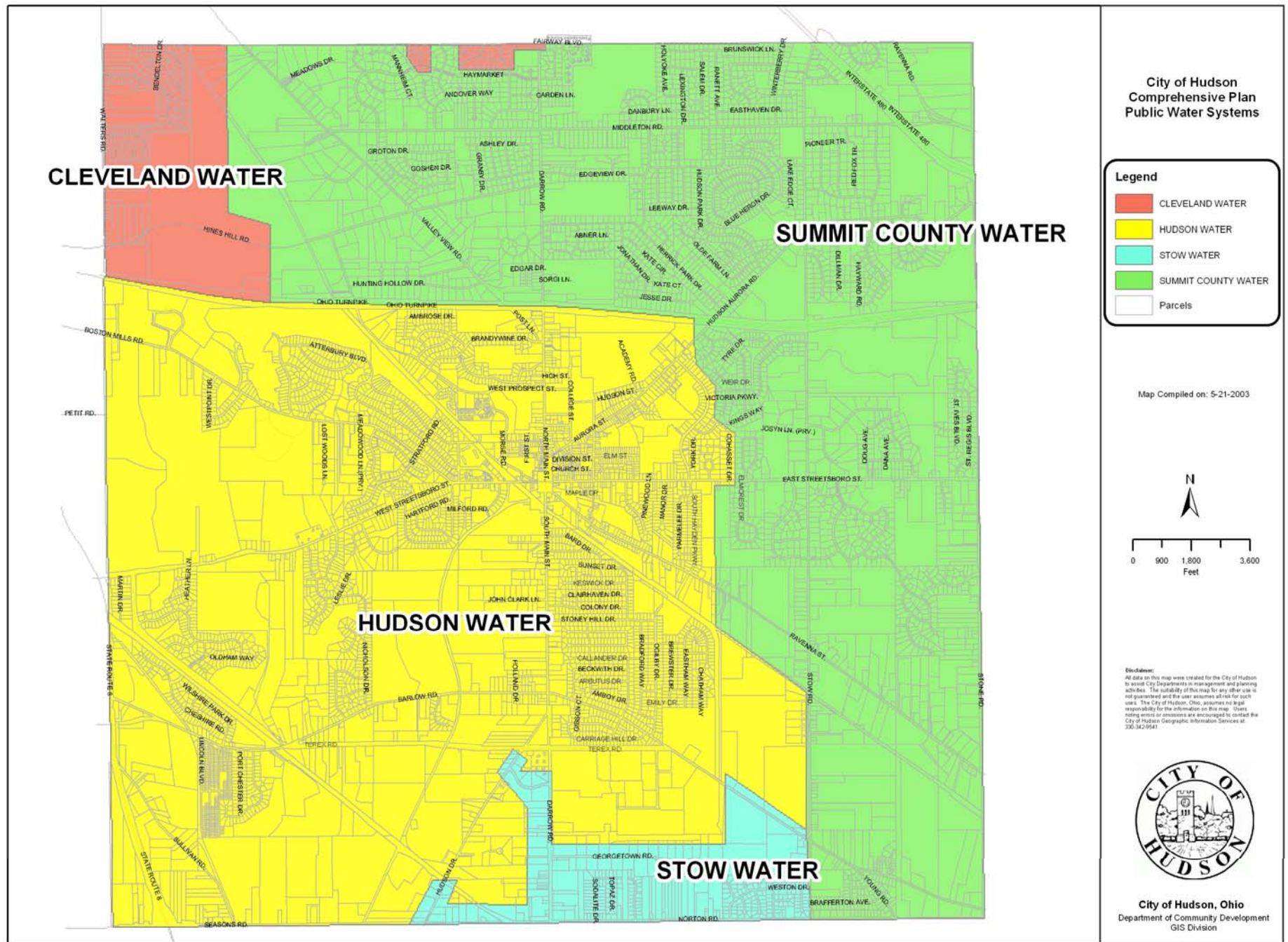
- **Stormwater:** The City has prepared stormwater management plans and created a utility fee to fund stormwater improvements. The income generated by the fund was inadequate to support major improvements. In 2003, as the result of a major storm event, the City undertook a short-term action plan to manage floodwaters and the effects of flooding in the Hudson community. This was an eight-step plan created to stabilize the stormwater system and outline short and long-term objectives to control floodwaters. The City should follow this plan and secure funding to implement the long-term objectives in the plan; however, in March 2004, voters increased the City's income tax securing additional funding. (The stormwater utility was subsequently eliminated.) This is critical to ensure the City's capacity to manage stormwater and preserve environmental integrity is sufficient and does not threaten the well being of Hudson residents.
- **Police, Emergency Medical, and Fire Services:** In 2002, the construction of the new police station was completed. The new station allowed for the consolidation of the existing staff plus an allowance for growth as the City residential, commercial and industrial areas expand toward build-out. Even though Hudson's population has not increased significantly since the 1995 Plan, past development and changing demographics have altered emergency, fire and medical services. Fire fighting capacity has not kept up with the community's growth and physical changes. The following service needs are among those found in a preliminary report by the Insurance Services Office (ISO) findings:
  - A. **Dispatch** – Emergency call volume has increased to the point that the ISO criteria recommend either a second dispatch officer on duty or a computer-aided system.
  - B. **Water Supply** – Recommended improvements (primarily to one of the three water systems serving Hudson) include additional pumping capacity, main size, fire hydrants and an improved hydrant maintenance program. Hudson is in litigation to gain control of water lines, which would allow these improvements to be addressed.
  - C. **Fire Response** – The ISO rating criteria call for investment in improvements to one or more of the following components: increased training and staffing, and adding additional fire truck(s) or station location(s).

In August of 2002, as a result of recommendations made by the City Manager, Fire Chief and EMS Director, Council created the Fire/EMS Planning Committee consisting of six citizens and three safety forces members, and charged them with reviewing long-term planning issues in the Fire and EMS Departments and

advising Council. The Committee delivered its report to Council in October of 2003 as the “Hudson Deployment Process for Fire & EMS -2003/2004.” The report contained the following significant recommendations:

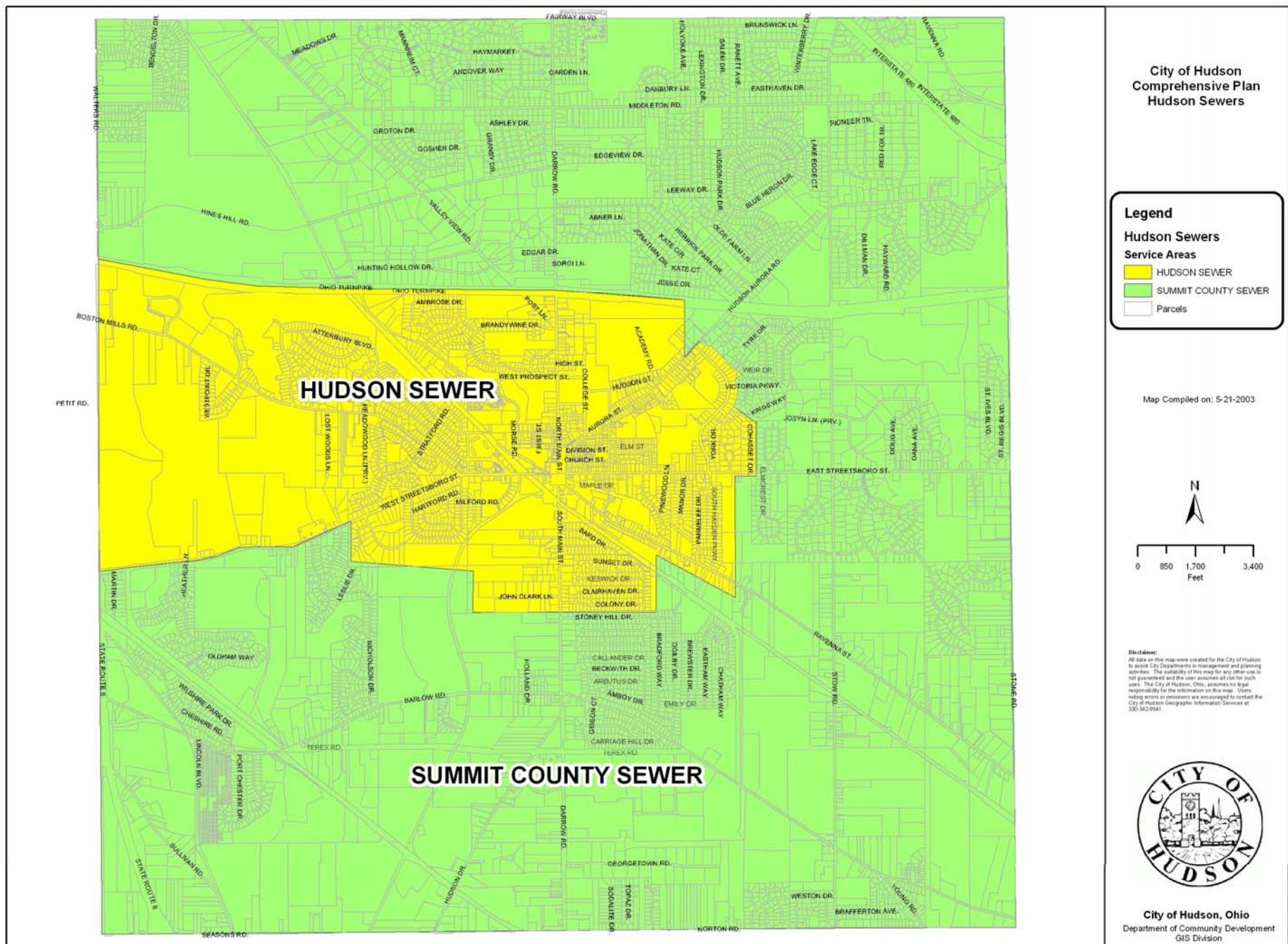
- A. That the Fire and EMS department staffing remain predominantly volunteer, that the departments remain separate organizationally with support for cross-training and some cross-functioning of paid personnel, and that the departments continue to operate from the current central station.
- B. That some internal organizational changes should occur, including revision or addition of certain committees, most importantly a Deployment Board, which would monitor progress against the recommendations and monitor certain performance “triggers” to ensure the sustained level of current performance.
- C. That an incentive program be initiated to foster recruitment and retention of volunteers.
- D. That Council considers funding alternatives, specifically but not limited to billing for EMS services.
- **Water:** Improvements to the water distribution system have been at the forefront of community facility improvements and will continue to be in the future. Multiple water providers (City of Hudson, City of Cleveland, Summit County and individual wells) make it difficult to assess current and future needs (see Map 5.1). Terms of the original merger according to a legal opinion by Solicitor Charles T. Riehl dated July 8, 2003 inhibit the City’s ability to convert well-users to the City’s water grid. The merger also required assigning the cost of extension and increasing capacity of the water system to new development.

Several facility design changes and capital improvements have been made to the water system recently. In 2002, the design of the water treatment plant expansion was completed, which will eventually double the City’s treatment capacity. The construction of the well-field improvements began in 2002, as well as the inspection of the existing water storage tank and the design of a proposed new 2.1 million gallon water storage tank (see *Growth Management Residential Development Allocation System Annual Report*).
- **Sanitary Sewer:** Inflow and infiltration problems are major deficiencies with the sanitary sewer system. Many improvements were made during 2002 and 2003 in response to sewer back-up complaints during major rain events. The sanitary sewer on Aurora Street from SR 91 to College Street was replaced, the Owen Brown sanitary sewer overflow was eliminated, and the sanitary sewer collection system in the Atterbury Boulevard area was fitted with flow monitoring. During 2002 the Chamberlin Boulevard Detention Basin was enlarged and the outlet structure was replaced. The current sewer system infrastructure is illustrated below in Map 5.2.
- **Electric:** Additional power has been supplied to support new commercial development in the southwest quadrant of the City. There has also been the expansion of the electrical system to support industrial and commercial development, and to improve reliability to existing customers. In addition, lowering non-residential electrical rates to encourage new economic development has been discussed as an economic development strategy. While Hudson Public Power serves the vast majority of Hudson property owners, some streets are served by First Energy (see Map 5.3).



Map 5.1 Water Ownership Map





Map 5.2 Hudson Sewer System Map





Map 5.3 Hudson Public Power Map

#### D. Objectives and Strategies

The following objectives and strategies are based on meetings held with the Steering Committee, initial input from the public and changes that have occurred since the 1995 Hudson Comprehensive Plan. This section contains objectives to improve Community Facilities in Hudson, followed by a series of strategies to implement each objective. Each strategy will have a specific timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate -- Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

### **Community Facilities Objective 1: Address current deficiencies in the City's infrastructure and growth management strategy.**

Hudson is a well-established community with high expectations for the quantity and quality of services and facilities provided by the City. It is also expected that City services will be provided in a cost effective manner. At the same time Hudson's infrastructure is not built to contemporary standards and, as a result, additional improvements and updates are required to maintain current facilities and services. The provision of utilities and other infrastructure improvements also attracts and retains business, and commercial and industrial development in the community.

#### **Strategy 1 A:**

**Community infrastructure elements and public services should be constructed only in conformance with an adopted growth management strategy.**

The existing growth management strategy has resulted in a reduction in the residential growth rate and a subsequent reduction in the demand for new infrastructure to serve residential development. This has allowed the City to begin addressing a backlog of infrastructure deficiencies including maintaining and upgrading existing services.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

#### **Strategy 1 B:**

**Require new development to pay for new utility extensions.**

The burden of paying for new infrastructure and service expansions for new development, especially residential, should not be the responsibility of existing residents. Although current residents can be expected to pay for some services through property taxes, the improvements required to serve the new development will be primarily financed by impact fees or assessments associated with the new development.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*



**Community Facilities Objective 2:  
Undertake infrastructure improvements to support future economic development.**

Previous efforts have focused on maintaining existing infrastructure and serving new residential development. In addition to continuing maintenance, the City should identify and prioritize key commercial, office and industrial sites requiring new and improved services.

**Strategy 2 A:**

**Guide the location and allocation of infrastructure resources needed to increase tax revenues and spur economic growth by concentrating efforts on expanding services to areas suitable for industrial/office development.**

The quality of the City's infrastructure can be a tool to recruit new economic development. Hudson must provide affordable services to attract new businesses and industries. This effort will be done in accordance with the Comprehensive Plan and forthcoming Economic Development Strategy.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

**Community Facilities Objective 3:  
Improve the water supply system and strive to gain control over its distribution.**

Clean potable water is essential to all communities. Ongoing replacement of the aging water system in Hudson is crucial. The City will take the necessary precautions and make needed improvements to ensure Hudson residents always have a clean and sustainable water supply.

**Strategy 3 A:**

**Expand and distribute Hudson's water supply to ensure a safe and adequate supply of water to the public, and to serve long-term economic development.**

Water availability and distribution are valuable tools to recruit and retain businesses and residents and to support the efforts of safety services. Improvements need to be made to County water lines to ensure there is adequate fire suppression coverage.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 3 B:**

**Require all new development to be served by public water.**

The terms of the City's merger agreement according to a legal opinion by the City Solicitor dated July 8, 2003 require new development pay for the cost of extending water lines and increasing the capacity of the system. Any changes in the policy would require the vote of the citizens or a change in the City's charter.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 C:**

**Coordinate the development and maintenance of the water supply system with other regional authorities, especially to areas with economic development potential in the future.**

Regional cooperation is essential to providing Hudson residents with a sustainable water supply. The construction of new water lines between Hudson and other entities will be improved and updated according to the Comprehensive Plan.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Community Facilities Objective 4:**

**Maintain and improve the wastewater and stormwater drainage systems.**

The maintenance of stormwater and wastewater systems is a significant issue. The ongoing replacement and improvement to aging collection lines, culverts and ditches needs to be managed on a regular basis. Non-structural water management should be implemented whenever possible.

**Strategy 4 A:**

**Improve and maintain the wastewater system and continue to implement stormwater management improvements through the enhancement and maintenance of the stormwater management system.**

Maintenance of the sewage treatment system is a critical day-to-day issue. This includes ongoing replacement of aging collection lines and using improved monitoring and forecasting tools, as well as addressing inflow and infiltration issues annually.

*Priority: A*

*Time Frame: Immediate*

*General Responsibility: City*

**Strategy 4 B:**

**Complete comprehensive studies of Hudson's stormwater and wastewater management systems.**

Stormwater management must be continually handled in an appropriate manner to ensure flooding and sewage backups do not inadvertently impact property owners. This requires coordination with residents and neighboring jurisdictions because watersheds cross geo-political boundaries. Efforts have been undertaken to address stormwater and flooding issues in Hudson's *Stormwater and Flooding Short Term Action Plan* and the Hudson stormwater management plans. The City should continue to implement and fund necessary improvements to the existing infrastructure to ensure the safety of residents and environmental integrity. The use of best management practices to stabilize streambanks and discourage run-off will be employed.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

**Community Facilities Objective 5:**

**Ensure the safety of residents and protect institutions and businesses.**

Public safety affects the quality of life of Hudson residents in their homes, neighborhoods, business districts, parks and other public places. Hudson currently has high quality police, fire and emergency medical services. It is important for the City to maintain these services to keep pace with new development and aging populations in order to maintain the quality of services desired by residents.

**Strategy 5 A:**

**Support efforts to improve response times for EMS, fire, and other emergency services in Hudson in line with safety study recommendations.**

The quality of Hudson's safety services depends on the hiring and training of qualified personnel, acquisition of needed equipment and the location of facilities. Hudson must insure needed improvements are made to the safety services to provide adequate protection to residents, businesses and institutions.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 5 B:**

**Implement road improvements to ensure adequate emergency access routes and provide signalization to improve response times.**

The success of emergency teams depends on how rapidly they can respond to emergency calls. The transportation infrastructure in Hudson can be a hindrance to optimal response times. Traffic signal preemption should be implemented to reduce accident potential with emergency vehicles. The following street connections should be constructed to improve response time.

- Construct the Oviatt connector
- Provide better emergency access to the northwest corner of the City
- Extend Sapphire Drive to East Sapphire Drive to improve EMS Fire and Police access.

*Priority: A*

*Time Frame: Short Term\**

*General Responsibility: City*

**Strategy 5 C:**

**Provide additional water lines to meet fire suppression needs.**

Inadequate water service, including availability and pressure, not only affects fire suppression efforts but can also increase homeowner insurance rates through lower ISO ratings. The City will guarantee adequate water services are available to all residents.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Community Facilities Objective 6:**

**Support and enhance the educational system.**

Schools are the foundation of any community. Hudson's educational resources benefit the students attending school and residents who use school facilities for activities and programs. Local businesses also benefit from a solid educational system when hiring skilled and educated community members. School district resources and facilities should be continually enhanced through supporting libraries, lifelong learning programs and other sources of continuing education for students of all ages.

**Strategy 6 A:**

**Continue the close working relationship between the City and the Hudson School District in supporting high-quality educational services and facilities.**

Although the City is limited by law and finances as to how much support it can provide to schools, both entities can benefit from the shared use of services, facilities and equipment. Services, facilities and equipment should be shared between the City and Hudson Schools as much as possible.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Hudson School District*

**Strategy 6 B:**

**Maintain a top rated School District through support of economic development.**

The quality of education provided by the Hudson School District is an extremely important aspect of the City's quality of life. As the City pursues new development opportunities, City Council and the Board of Education will continue to evaluate the fiscal implications of new development on the school system.

*Priority: A*

*Time Frame: Immediate*

*General Responsibility: City*

**Strategy 6 C:**

**Continue the strong support for the library.**

High-quality libraries complement a strong educational system and provide community-wide access to educational resources. Hudson should continue to support the library and raise the awareness of library resources among residents, fostering an educated community.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 6 D:**

**Facilitate lifelong learning opportunities for all City residents.**

Education does not end with high school or college. Citizens of all ages look for educational opportunities in their community to enhance their understanding of the world around them. Based on this principle Hudson should continue to create and promote lifelong learning opportunities in the community and involve other educational institutions in the process.

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: Hudson School District*

## 6. Transportation and Mobility

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### A. Goal

Create and maintain a diverse transportation network that protects the unique quality and character of Hudson, enhances connections between neighborhoods, community activities and the region, while improving traffic management, enhancing emergency access, and emphasizing pedestrian and alternative modes of transportation throughout the City.

### B. Overview

This chapter of the Plan highlights Hudson's current transportation system and examines existing and future policies the City can take to alleviate congestion, improve roadway connections, and improve the existing transportation system.

Hudson residents expect an efficient and sustainable transportation system. Hudson is currently experiencing high traffic volumes which disrupt the quality of life and community character in Hudson.

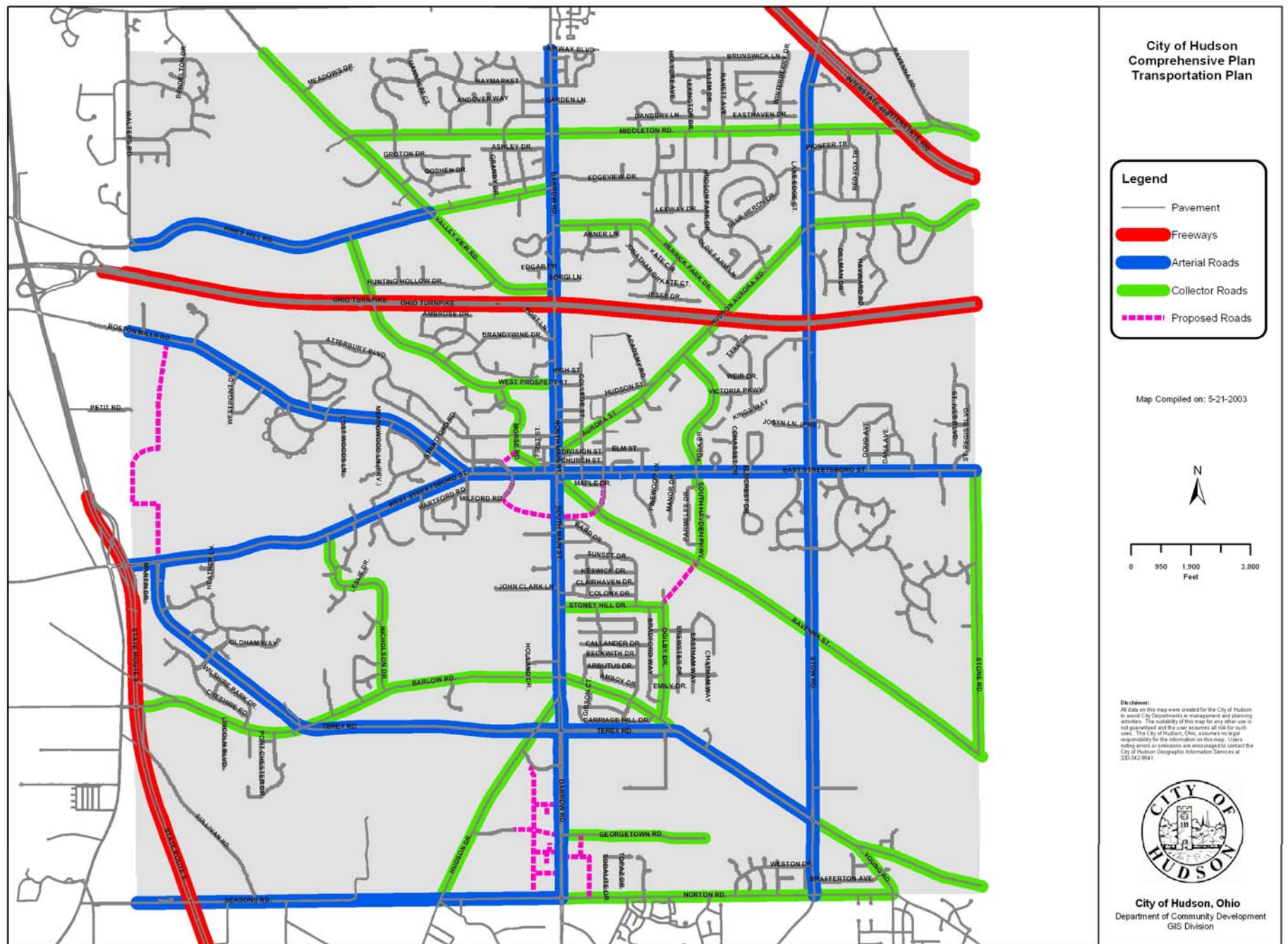
Transportation issues are an important component in an effective growth management strategy when considering future development. Roads help to determine when and where new development occurs affecting every element that defines Hudson. For this reason this chapter has been designed to complement strategies outlined in other chapters, and provides a blueprint for a transportation network that protects the small town rural and historic character of Hudson, improves traffic flow, enhances connections between neighborhoods and core activity areas and meets the pressures of future growth.

In some cases the Plan recommends improvements that require cooperation with neighboring municipalities as they are implemented. While these improvements will impact and potentially improve the traffic circulation in Hudson, other municipal and county governmental agencies will need to assume responsibility for carrying out these objectives through outreach and cooperation initiated by Hudson Regional cooperation will remain at the heart of the transportation objectives and strategies set forth in this chapter.

The objectives and strategies listed in this chapter are designed to meet the demands of the residents in Hudson. They provide guidance for decision-making regarding future transportation improvements, preserving community character and linking Hudson into the regional transportation network.

### C. Key Findings

- **Increasing Traffic Volumes:** Hudson's residential growth rate has stabilized, but the amount of traffic traversing the community is growing. This is due to the increasing number of trips taken and a rise in the number of registered vehicles. Trips through Hudson compete with local travel on the limited number of state routes. People from the west use State Route 303 to access shopping in Streetsboro and people from Stow access State Route 8 and Interstate 1-480. This is especially apparent within the downtown and has directly affected fire and emergency response times. In order to manage the increased traffic, Hudson has two distinct options. One option is to widen the roadways to provide an avenue to relieve traffic congestion. A second is to provide options through the construction of additional routes to allow local traffic to move around the community leaving the state routes to traffic primarily passing through the community (see Map 6.1).
- **Controlling Roadway Design:** In order to avoid the impact on the community's character from widening roadways to accommodate traffic, the City has followed a policy of maintaining a roadway width of two lanes and widening only to provide turn lanes at strategic intersections. This policy has worked well in areas where congestion does not create a major inconvenience, when compared to the effects of widening, but is inadequate in areas targeted for commercial and industrial development.
- **Continued Maintenance:** A number of major roadway improvements have been made since the 1995 Plan and several more are planned to facilitate traffic flow (see the *Growth Management Residential Development Allocation System: Annual Review Report, March 2002*). Roadways require constant maintenance and repair, and the loss of one roadway segment, even if temporary, can severely restrict traffic flow and divert traffic to other areas sometimes less conducive to traffic.
- **Alternative Transportation:** Bike and pedestrian facilities have recently been established within the community as an alternate to vehicular travel, but additional linkages are required to complete the network and improve neighborhood connectivity. Rail service is a consideration at the regional level and the downtown is a possible location for a future transit stop.



Map 6.1 Transportation Plan Map

#### D. Objectives and Strategies

The following objectives and strategies are based on meetings held with the Steering Committee, initial input from the public and changes that have occurred since the 1995 Hudson Comprehensive Plan. This section contains objectives to improve Transportation and Mobility in Hudson, followed by a series of strategies to implement each objective. Each strategy will have a specific timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate – Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

#### **Transportation and Mobility Objective 1: Update and maintain transportation infrastructure.**

For Hudson to meet the transportation goal in the Plan, it is critical for the City to plan for future transportation needs. This planning is necessary to determine which projects will be funded by the City's resources. The City will also need to support other local transportation planning efforts that could directly affect Hudson. This includes cooperating with neighboring communities, counties, the state of Ohio, and the Akron Metropolitan Area Transportation Study (AMATS).

##### **Strategy 1 A:**

**Effectively manage roadway traffic operations in order to utilize the transportation network to its fullest extent within the constraints set forth for maintaining lane widths.**

The restrictions to maintain current lane widths in Hudson are beneficial to preserving community character and streetscapes, but present a significant challenge to managing transportation operations and promoting economic development. The City can ensure the most efficient traffic pattern possible without increasing lane widths through a combination of transportation plans, community input on transportation improvements, and an increase in alternative transportation options.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

##### **Strategy 1 B:**

**Repair and maintain street surfaces and sidewalks.**

Timely routine street and sidewalk maintenance adds to the quality of life in the City, minimizes wear and tear on vehicles, and prevents automobile accidents and injuries to cyclists and pedestrians. Sufficient funding is important for the continued maintenance of street surfaces and sidewalks.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*



**Strategy 1 C:**

**Design standards should maximize the use of rights-of-way space for pedestrian amenities, and environmental considerations.**

Roadways can serve a broader function than moving traffic. Hudson's design standards should emphasize the value of utilizing rights-of-way to accommodate a variety of public functions. Public rights-of-way can be a valuable use of space for native vegetation, or as buffers to environmentally protected areas. Rights-of-ways can also be used as a place to beautify the landscape by planting ornamental plants and flowers.

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City*

**Strategy 1 D:**

**Support the development of well-defined ingress/egress routes to industrial and commercial areas, with particular emphasis on signage to help minimize truck traffic impacts on other Hudson roads.**

This strategy is vital to preserving and maintaining local roads in good condition. Truck traffic serving industrial and commercial areas can have significant negative impacts on roads that are not designed to withstand heavy loads. The City should maintain and improve well-defined routes to and from current and future industrial commercial development to prevent truck traffic from impacting the community and local roadways.

Recent decisions have been made to require and encourage office and industrial development at the south and west edges of the City to minimize the need for truck traffic to travel through the community's core.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 1 E:**

**Strategically use traffic calming techniques to discourage collector streets from being used as arterials.**

An increasing number of motorists are utilizing established local roads in residential neighborhoods in Hudson to avoid traffic congestion and construction, or to reduce trip time. The task of inducing through traffic to use a different street is problematic, since it may create a similar problem on a parallel residential street. To prevent these scenarios from occurring, traffic calming measures should be used to discourage motorists from overburdening local streets as through routes. These techniques may require traffic control devices or physical changes to the street and roadside to reduce speeds, restrict left turns at selected intersections, designate load limits and increase curb radii.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

### **Strategy 1 F:**

**Periodically review the Functional Classification System for all roads with design guidelines and speed limit assessments tied to the Classification System and Transportation Plan.**

The Functional Classification System is an important tool providing the City with a basis on which to make transportation improvements and decisions. The Functional Classification System creates a hierarchy of roads and streets. This hierarchy is based on the overall function that each roadway performs within the City's transportation network. Hudson sets design guidelines and speed limits based on the classification of the roadways. The City will continually update and review these guidelines in the Comprehensive Plan and the Land Development Code to meet the changing demands of the community.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 1 G:**

**Utilize traffic "level of service" evaluations (developed with the appropriate regional agencies) for all arterial roads in the City, and develop mitigation measures to minimize "D" and "F" ratings consistent with the other goals and policies of the Comprehensive Plan.**

Minimizing "D" and "F" service levels for the community's arterial roads will require continuous monitoring, management, and control of traffic flow. Various mitigation measures will be necessary to accommodate trips without widening to increase capacity. These include selective widening at intersections, coordinated signalization, construction of alternate routes for better distribution of trips and allowing development that reduces trips (e.g. higher intensity mixed-use).

*Priority: A*

*Time Frame: Short Term\* and Ongoing*

*General Responsibility: City*

### **Strategy 1 H:**

**Pursue the construction of an extension from Terex Road north to Boston Mills Road, improve and extend Hudson Gate Drive east to Darrow Road/ State Route 91 at Georgetown Road, and consider continuing Sapphire Drive to East Sapphire Drive to improve EMS, Fire and Police access.**

New extensions are recommended to improve emergency access, to expand connections between neighborhoods and to bypass the downtown. These extensions should improve the safety of residents through reduced response times and consider improved travel times.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

### **Strategy 1 I:**

**Adopt and implement a traffic operations plan to create a linked network of secondary access roads.**

This operations plan should be implemented through highly visible signage, intersection improvement projects, appropriate use of turning lanes, coordinated signalization and in particular the use of policies in Districts 8 and 9, as provided in the State Route 91 Traffic Corridor Study adopted by City Council on February 19, 2003.

*Priority: C*

*Time Frame: Long Term*

*General Responsibility: City*

### **Strategy 1 J:**

#### **Pursue traffic alternatives around the downtown.**

Traffic alternatives around the Downtown and Historic core should be defined by providing three connector roads as alternatives to traveling through the Downtown – Milford Road to Main Street, Oviatt Street to Main Street, and Morse Road to Atterbury Boulevard. These routes will remove traffic demand from the high volume intersection of State Route 303 and 91 by providing alternate routes for trips which would otherwise delay traffic around the intersection and downtown.

*Priority: A*

*Time Frame: Long Term*

*General Responsibility: City*

### **Strategy 1 K:**

#### **Manage traffic to promote the economic, social and cultural strength of the downtown.**

The economic success of the downtown largely depends on the access management strategies implemented by the City. It is crucial that the downtown is easily accessed by automobiles and bicycles and remains a walkable pedestrian environment. Pursuing traffic alternatives around the downtown is also a key element in realizing this objective.

*Priority: A*

*Time Frame: Immediate*

*General Responsibility: City*

### **Strategy 1 L:**

#### **Continue efforts to create a State Route 8 interchange at Seasons-Norton Road.**

Similar to the improvements outlined in strategy TM.1H, this transportation initiative is recommended to improve emergency access and expand connections between neighborhoods, the City and the region. This improvement is particularly important to office and industrial development in the southern portion of the City.

*Priority: A*

*Time Frame: Short Term\**

*General Responsibility: City*

## **Transportation and Mobility Objective 2:**

### **Promote alternate modes of transportation.**

It is important that the City promote alternative modes of transportation to alleviate traffic congestion, promote a pedestrian friendly environment and provide transportation options to all members of the community.

### **Strategy 2 A:**

#### **Support state and regional agencies in working toward a downtown rail service station as part of a regional and state rail commuter plan that is linked to the pedestrian system, parking and the employment core.**

Rail service would help to avoid additional future traffic congestion and improve travel time and air quality. It would also generate new opportunities for economic development and encourage more compact residential development. Before the initiation of any rail service, the City should facilitate significant community input and plan for additional infrastructure to support new growth that may result from the presence of a rail station in the downtown.

*Priority: C*

*Time Frame: Long Term*

*General Responsibility: City*

**Strategy 2 B:**

**Support continued access to public transportation.**

In addition to a central stopping point within the downtown, other transit stops should be located to adequately serve the community in the future, particularly in high employment areas. The City should continue strong support for public transportation programs and opportunities, further defining the City's commitment to sustainable transportation planning.

*Priority: C*

*Time Frame: Long Term*

*General Responsibility: City*

**Transportation and Mobility Objective 3:**

**Continue to develop and improve emergency access and transportation safety.**

It is important Hudson focuses on improving transportation connections to improve emergency response times and provide access to all sectors of the community, such as traffic alternatives around the downtown and other roadway extensions or connections to provide more routes for EMS.

**Strategy 3 A:**

**Improve emergency access and connections throughout the City.**

As outlined in objective TM.1, specific recommendations are made to improve emergency access and response time. Hudson should continue to make improvements to the current transportation infrastructure to create opportunities to improve emergency response and ensure the safety of Hudson residents.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 B:**

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

Hudson should examine the levels of service at intersections and make signal and lane improvements that would maintain acceptable levels of service. In addition, the impacts of new development on existing intersections should be studied prior to every development rezoning, conditional use permit, or development approval when the project would exceed 30 peak hour vehicle trips. By focusing on safety at intersections, Hudson will improve the safety for residents and emergency vehicles.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 C:**

**Design local residential roads to control speed and maintain pedestrian safety, while considering emergency access needs and the requirements of EMS and fire.**

The design of local roads should aim to improve pedestrian safety and emergency access when rebuilding roads and in the construction of new roads. Specific design considerations will include turning radii, speed limit restrictions, access management and pedestrian improvements. Streets should be interconnected and the use of cul-de-sacs should be avoided.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 D:**

**Consider improvements to connect South Hayden Parkway and Ogilby.**

Constructing this connection would primarily improve emergency access response times and improve the flow of local traffic.

*Priority: B*

*Time Frame: Mid Term*

*General Responsibility: City*

**Strategy 3 E:**

**Cul-de-sac streets should have an adequate turnaround radius to accommodate school buses, utility vehicles, delivery trucks, fire and EMS vehicles.**

The design of cul-de-sacs streets in future residential subdivisions should consider the turning radii of emergency service, waste handling, school, utility, and delivery and other public transportation vehicles.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 F:**

**Consider a State Route 303 and 91 Interchange preemptive signal and explore state assistance to control the flow of traffic on State Route 303/91.**

Hudson should investigate ways to mitigate traffic congestion and safety concerns at this intersection through local and state initiatives.

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City*

**Strategy 3 G:**

**Limit the length of boulevards and establish their minimum widths to accommodate truck and emergency access.**

Boulevards with divided lanes and center islands are attractive and create community identity; however, they can create safety issues and concerns if not designed correctly. The design review process should make boulevards compatible with the needs of emergency and institutional vehicles, with special consideration given to street width, boulevard length and prevention of car blockages to allow unimpeded movement through the boulevard.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

**Transportation and Mobility Objective 4:  
Continue to enhance and improve the current infrastructure to  
accommodate bicycle and pedestrian modes of transportation.**

Alternative modes of transportation can greatly enhance the quality of life in the community. This is especially true with bike and pedestrian trails throughout the City, which would be widely used by Hudson residents. Continuing to maintain and improve alternative transportation services and facilities should be the focus of future transportation planning.

**Strategy 4 A:**

**Incorporate pedestrian walkways, bike paths and bike lanes, or a combination thereof, as a key component of all road construction projects.**

Adequate bicycle and pedestrian facilities should be required with new transportation improvements and development projects. Potential pedestrian linkages to existing or proposed facilities should also be carefully considered when undertaking any transportation or development project.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 B:**

**Support the development of a bike path plan implemented through the Land Development Code, the Parks Master Plan, and input from the Hudson Land Conservancy.**

Bikeways and walkways should link major activity centers in Hudson. Linkages should be designed to ensure pedestrians and bicycles can be accommodated.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 C:**

**Pursue funding assistance for planning and constructing bike paths as alternative transportation routes.**

Hudson will investigate funding opportunities at the state and federal level to improve on the current infrastructure and create additional bicycle paths to accommodate the needs of the local community.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 4 D:**

**Create additional routes to connect gaps between neighborhoods via pedestrian and bike paths to the downtown core, school campuses, city parks and the Cuyahoga Valley National Park.**

A systematic inventory and review of the sidewalk system should be undertaken and the connection of gaps prioritized and implemented. Special attention will be focused around public buildings and facilities. Where appropriate sidewalks should be provided on both sides of the street and all Americans with Disabilities Act (ADA) requirements should be met. This will create better connectivity between different areas of the community and make residents more mobile and less dependent on automobile travel.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

## **Transportation and Mobility Objective 5: Maintain current roadway widths and keep future roadway development to two lanes.**

There is a strong desire by residents and local officials to maintain current road widths and restrict future road development to two lanes. The purpose of this strategy is to maintain the New England character and integrity of Hudson and discourage unnecessary through-traffic. Exceptions can be made to this objective when considering major economic development improvements, specifically in Districts 8 and 9. Where exceptions are made, traffic calming and aesthetic improvements should be incorporated to reduce the negative impacts of heavier volumes of traffic.

### **Strategy 5 A:**

**In areas outside the industrial district, retain arterials and collectors as two lane roads with utilization of appropriate turn lanes to improve traffic flow.**

Two lane roads are fundamental to preserving the character of the community; arterials and collector roads will be limited to two lanes in future construction initiatives. As noted, exceptions can be made for large economic development projects.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 5 B:**

**Keep rights-of-way 60 feet for local roads, 60 feet for designated collector roads, 70 feet for collector roads in areas zoned Industrial/Office, and 70 feet at major intersections and busy driveways.**

The size of rights-of-way is also critical to maintaining a small town rural character and human scale development. Excessive rights-of-way increase setbacks beyond what is necessary and increase the distance between structures. The width of rights-of-way should be restricted to the standards above and as reflected in the LDC.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 5 C:**

**Local residential roads should be 24 feet in width.**

Local road pavement will be maintained at a curb to curb width of 24 feet for travel lanes to preserve the streetscape and pedestrian scale of the roadway.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 5 D:**

**Discourage the construction of new through-lanes on existing roadways.**

New through-lane construction on existing roadways will encourage the use of automobiles for trips through the community, increase congestion and generate negative aesthetic impacts.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

**Transportation and Mobility Objective 6:  
Enhance the aesthetic quality of the community through roadway design.**

The design of roadways can complement or damage community character. Hudson is unique in that the current transportation infrastructure does not significantly segregate the community and aims to preserve the small town character by limiting roadways to two lanes. Hudson will continue to maintain these standards and continue to investigate and invest in additional streetscape and rights-of-way beautification projects.

**Strategy 6 A:**

**Produce visual variety and interest with varying building line setbacks, as well as protecting the unique environmental features (trees, topography and plant life) along roadways.**

Continuous setbacks along major roadways negatively reinforce the road's linear appearance. Hudson will strive to produce aesthetic appeal to roadways through the protection of environmental features and orientation of buildings to the street.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Strategy 6 B:**

**Complement Hudson's sense of community through road construction providing pedestrian and vehicular safety via curbs, sidewalks, streetlights, and landscaping.**

The sense of community created through the transportation infrastructure is an important consideration in the design of any new transportation project, and in the retrofit of transportation infrastructure in existing activity centers and transportation corridors. To ensure that transportation projects enhance the sense of community in Hudson, the City should regulate and enforce minimum and maximum lighting levels, provide protected sidewalks, landscaping, and other transportation components that maintain or improve Hudson's quality of life.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 6 C:**

**Use straight edge curbs for all road reconstruction throughout the City.**

Straight edge curbs should be used for all road construction projects throughout the City, except in situations where the neighborhood already incorporates rolled curb and the use of the straight edge curb would create a distinct and different look that may not be in keeping with the character of the neighborhood. The use of straight edged curbs should be included in the LDC to ensure the City implements this strategy.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Transportation and Mobility Objective 7:  
Plan to accommodate for future traffic volumes.**

It is critical that the City accommodate the projected population with a solid transportation infrastructure. The City also needs to set aside funds to improve the transportation system in the future.



**Strategy 7 A:**

**Develop citywide traffic demand forecasting based on Hudson's buildout and through-traffic originating from known and expected development in nearby communities.**

Developing a citywide traffic demand forecasting tool will assist in outlining the improvements and costs associated with mitigating the traffic generated by the growing population and projected development outside the community impacting Hudson's roadways.

*Priority: B*

*Time Frame: Short Term\* and Ongoing*

*General Responsibility: City*

**Strategy 7 B:**

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

It is critical that the City understands its role beyond its jurisdictional boundaries. Transportation issues are not isolated to a specific community, but transcend local boundaries to neighboring communities and metropolitan regions. Hudson should plan to make transportation improvements based on regional transportation trends and create a working relationship with adjoining jurisdictions to resolve regional transportation issues. A starting point to bridge these gaps will be coordination with the Akron Metropolitan Area Transportation Study (AMATS).

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 7 C:**

**Recognize and support the State Route 91 Traffic Corridor Study including recommendations for traffic access management, improved access routes and bicycle/pedestrian ways.**

Hudson has already created a plan to manage transportation issues along State Route 91. The plan forecasts traffic resulting from future development based on the current zoning plan. New access roads and access management plans are recommended for Darrow Road to control traffic. Restrictions at other driveways are also recommended to direct traffic to a limited number of access points. The City should follow the recommendations and objectives outlined in the State Route 91 Study while considering the objectives and strategies outlined in the balance of the Comprehensive Plan to develop an access management plan for highly traveled transportation corridors.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

## 7. Downtown and Historic Core

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### A. Goal

Maintain and preserve the downtown and historic core as the focal point of the town with retail, office, residential, and public uses, supported by a transportation system that creates a pedestrian friendly atmosphere, provides improved access for local businesses and enhances the streetscape.

### B. Overview

Hudson's unique quality stems from its historic character and well-preserved New England style setting at its core. Historic buildings, the Green and the Green Extensions, the clock tower and architectural heritage from the nineteenth-century create a village quality defining the Hudson community. Residents are particularly proud of the historic downtown and emphasize the importance of preserving the historic core as an integral part of Hudson's social and cultural environment. This central value is represented by recent downtown redevelopment and by the attitude of residents who prefer maintaining the community's integrity over new development that is incompatible with the community's character.

The downtown and historic core of Hudson is a fragile component of the community's character, which in the past has been threatened by pressures from rapid community growth. Problems associated with this growth rate include: traffic congestion, limited parking and changing retail tenancy. These problems are also faced by the City when trying to preserve the downtown and historic core and encourage economic development. These challenges are currently being addressed by a new downtown redevelopment project to expand the shopping area with a mixed-use pedestrian character.

The downtown redevelopment project was initiated to preserve and enhance the quality of the downtown. The project will create a mixed-use environment including new restaurants and retail uses with residential units in close proximity. In addition, there has been attention given to developing a system of pedestrian and bike linkages through

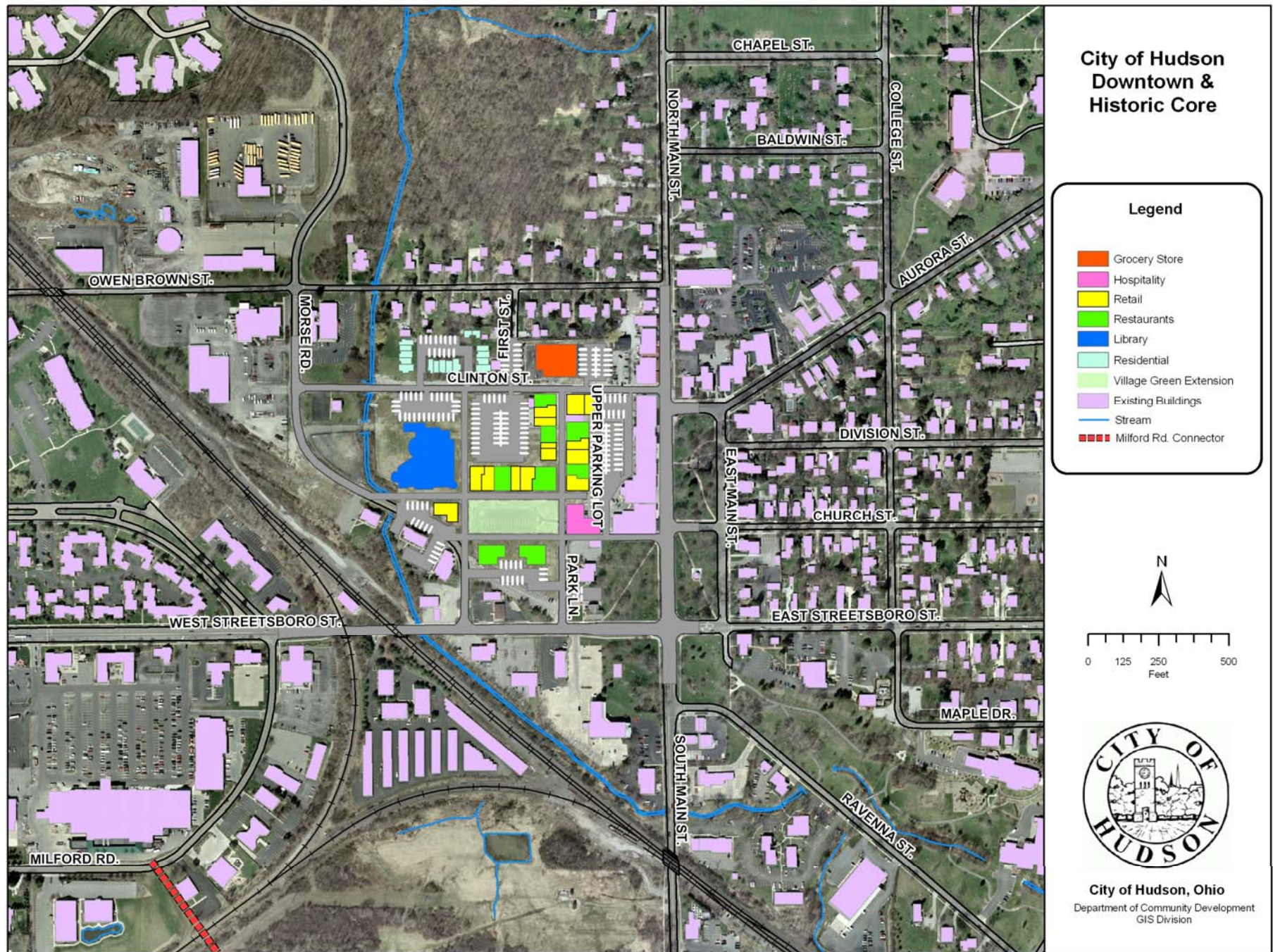
the historic core, connecting the historic core to other areas in the community. These efforts are contributing to the stability and preservation of the downtown and historic core.

In this chapter, objectives and strategies are outlined to further strengthen the role of the downtown and historic core as a central focus of Hudson life. It is the aim of the Hudson residents to improve the economic security of the historic core while retaining the historic character and “sense of place” distinctive of Hudson.

### C. Key Findings

- **Downtown Development:** Construction of a downtown redevelopment project is underway, where a combination of retail, mixed-use buildings, street improvements, structured parking and a new library will be developed on nineteen acres of land in the downtown (see Map 7.1). This will support existing retailers in the downtown and attract new tenants consistent with Hudson’s character.
- **Peripheral Development:** Large-scale retail development outside the downtown is not compatible with the plan for the downtown and historic core. New development plans that target large format or “big box retailers” are not desirable. A strong sentiment was expressed by residents at the public meeting that maintaining the integrity of the community is more important than any benefits of new large format retail development.
- **Limited Parking:** The City has made a commitment toward protecting historic properties by creating a “park once” environment and providing structured parking in a centralized location.
- **Architectural Integrity:** Sensitivity to architectural integrity in the historic core is the backbone of existing and new development in the downtown area. Tourism based on Hudson’s heritage can contribute appreciably to the community’s economy.
- **Enhanced Streetscape:** Hudson has shown a commitment to continually improving the streetscape to create a pedestrian friendly environment. This has included tree plantings, street furniture and landscaping.
- **Traffic Congestion:** As the community and the surrounding region grow, trips through downtown Hudson will increase. Fortunately, the amount of truck traffic is restricted by a series of low railroad overpasses. The crossroads of the community (and the center of the downtown) lie at the intersection of two main arterial roads – State Routes 91 and 303. In an unusual step, the Congressional Record with the cooperation of ODOT preserved State Route 91(Main St.) through downtown Hudson, stating that there should be no widening of State Route 91 through the historic core, without the approval of the community.
- **Hudson Heritage Association:** The Hudson Heritage Association (a non-profit group) works to preserve the Village Green as the focal point of the community, strives to protect historic buildings and encourages Western Reserve architecture and design.





Map 7.1 Downtown and Historic Core Map

#### D. Objectives and Strategies

The following objectives and strategies are based on meetings held with the Steering Committee, initial input from the public and changes that have occurred since the 1995 Hudson Comprehensive Plan. The objectives in this section were created to improve the downtown and historic core in Hudson via a series of strategies to implement each objective. Each strategy has a specific timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate -- Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

#### **Downtown and Historic Core Objective 1: Retain the downtown and historic core as the focus of the community.**

Downtown Hudson is a well-preserved New England style village known for its unique historic character. The Village Green, clock tower, rich architectural integrity, and a human scaled landscape create a distinctive downtown cherished by residents and admired by visitors. Recently, economic growth and traffic congestion have brought problems to the historic core. New commercial development in the City's periphery is also threatening the downtown. The strategies of this plan aim to ameliorate threats to the prominence of the downtown including traffic congestion, parking inadequacies, pedestrian conflicts and past trends of diminished retail activity.

##### **Strategy 1 A:**

**Preserve and enhance the Green and the historic corridor, including adjacent buildings and the surrounding area, as a regional destination and the primary focus for the City's character.**

Because of its historic character, downtown Hudson has the potential to be a destination point in the region. Hudson should concentrate efforts on the downtown and historic core to cultivate community identity and attract tourist and new business activity to the area.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

#### **Downtown and Historic Core Objective 2: Improve the traffic pattern in the downtown to reduce congestion and encourage pedestrian traffic.**

It is important that the City works to maintain a welcoming pedestrian atmosphere within the downtown that accommodates traffic movement. This includes creating alternative routes and the potential of rail service.

### **Strategy 2 A:**

#### **Analyze the street patterns in the downtown to improve pedestrian and vehicular movement.**

Hudson should focus on improving the street patterns in the downtown and historic core to accommodate pedestrian and bike mobility. Improvements will be made as necessary, and will be at the forefront of all future construction in the downtown.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 2 B:**

#### **Create alternate traffic routes to alleviate traffic in the downtown and historic core.**

Roadway widening to accommodate additional traffic flow is not only impractical, but also not possible given existing building location and code restrictions on limiting the number of roadway lanes. A connector roadway between Milford Road and South Main Street in the southwest quadrant of the downtown is planned to alleviate traffic from the intersection of State Route 91 and 303. Traffic calming measures are planned to protect the East Case Neighborhood from increased traffic. In the same manner new connectors are proposed to extend South Oviatt Street to South Main Street in the short-term time frame. A connector from Morse Road to Atterbury Boulevard is proposed over the longer term in the northwest quadrant of the downtown.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 2 C:**

#### **Study the parking areas in the downtown to improve utilization.**

Parking in the downtown will continue to be an issue because the downtown is an attraction, and the success of new downtown development will generate additional patrons. The City should periodically conduct a parking study to efficiently manage parking associated with additional visitors.

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City*

### **Strategy 2 D:**

#### **Support state and county governments in working toward a downtown rail service station (as part of a regional and state rail commuter plan) that is linked to the pedestrian system, parking, and the employment core consistent with the Trail Plan in the Parks Master Plan.**

As Hudson plans for the future, regional alternative modes of transportation and regional connections will become an important component of Hudson's transportation and economic development solutions. Hudson will support the development of rail service in the downtown to serve visitors and to provide additional transportation choices to people living and working in Hudson.

*Priority: C*

*Suggested Time Frame: Long Term*

*General Responsibility: City*



**Strategy 2 E:**

**Encourage the development of a downtown and historic core traffic plan that creates a pedestrian friendly atmosphere, preserves angle parking, and provides improved access for local businesses, emphasizing adequate parking lot configuration and landscape design improvements to the roadway network.**

As the downtown continues to grow in size and become a destination, it will become increasingly urgent to address the flow of traffic and parking conditions. The City should meet this challenge by developing a parking and circulation plan for the downtown and historic core.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 2 F:**

**Develop a pedestrian and bikeway system through the downtown and historic core, to include Morse Road and Prospect Street and integrate Morse Road into the recreation corridor.**

Bikeways and pedestrian connections are a key component of the Comprehensive Plan and should be given special attention in the downtown by providing an alternate means of transportation for residents and visitors who live, work and shop in the downtown and historic core.

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City*

**Strategy 2 G:**

**Retain the current road width of State Route 91 and State Route 303 through the downtown and historic core, except for the use of turning lanes to improve pedestrian and vehicular access and movement.**

Even though pressure to widen roads to accommodate additional traffic will continue, the City will maintain the current street width of State Route 91 and 303 to protect the integrity and character of the downtown and historic core. Angled customer parking on Main Street is valued by Main Street merchants, contributes to the unique character of Hudson and is a valuable traffic-calming tool.

*Priority: B*

*Suggested Time Frame: Ongoing*

*General Responsibility: City*

**Downtown and Historic Core Objective 3:**

**Enhance the streetscape within the downtown and historic core.**

Hudson will beautify and refine the aesthetic appearance of the streetscape in the downtown. These efforts should complement existing buildings and landscaping and continue to define the downtown and community character.



**Strategy 3 A:**

**Develop tree lawns with trees and walkways (sidewalk, bike path, or a combination of both) on all new and old roads, where feasible, in the historic downtown core.**

Tree lawns create a buffer between the walkways and the road to ensure pedestrian safety and produce cost effective aesthetic improvements. Sidewalks and multi-purpose trails also improve linkages to surrounding neighborhoods.

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 3 B:**

**Continue street beautification and tree planting in the downtown and historic core with special emphasis placed at the State Route 91 and State Route 303 intersection.**

The aesthetic qualities of Hudson's streets form lasting impressions on visitors to the community, resident notions of community identity. Hudson should emphasize street beautification efforts at State Route 91 and 303 to create new aesthetic appeal, identity and community pride in a highly traveled area. The success of this effort will shape future street beautification projects.

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: City*

**Downtown and Historic Core Objective 4:**

**Create attractive office, retail, and residential uses in the downtown.**

The City should encourage a mix of uses in the downtown. The purpose of mixed-use development is to foster a community retail center where people can live, work and shop in one location. This pattern of development will also reduce congestion in the downtown, allowing people to move from one activity to another without the use of an automobile.

**Strategy 4 A:**

**Support the retention and expansion of community/specialty retail, and retain public uses in the downtown.**

Unique community retail and attractive public space assist in creating a community center. Hudson should preserve and enhance existing community retail, the Green and the library as key components in the prominence of the downtown as a town center.

*Priority: C*

*Suggested Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 B:**

**Investigate the fiscal impact of increasing tourism activities within the City.**

The economic benefits of tourism to the downtown are important to the City's prosperity. The City will examine the fiscal benefits of current tourism activities and plan to improve the tourism base in the future to generate additional revenues and promote Hudson as a regional destination.

*Priority: B*

*Time Frame: Mid Term*

*General Responsibility: City*

**Strategy 4 C:**

**Encourage and preserve community focused retail in the downtown.**

The City will strive to support community focused/scaled retail within the downtown as an alternative to locating new development in the City's periphery. Community focused retail creates economic opportunities and benefits by retaining employment and shopping within the Hudson community.

*Priority: C*

*Suggested Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 D:**

**Encourage westward expansion of Main Street shopping, including retail/service establishments with office, mixed-use and a hotel beyond the Hudson Green.**

Hudson will encourage the westward expansion of Main Street shopping and compatible mixed-use development in an effort to guide new development that complements the existing retail activity and land use pattern in the area known as the Acme Plaza and the area between the plaza and the downtown. By encouraging the expansion of the downtown westward, the City aims to complement existing buildings and utilize developable space.

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 4 E:**

**Develop commercial buildings in the downtown with parking in the rear, setbacks close to the street and sidewalks, and entrances in the front and rear.**

Hudson should promote this development pattern for new projects in the downtown to complement the existing streetscape, promote the downtown as a mixed-use walkable town center.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Strategy 4 F:**

**Develop and encourage residential uses in the downtown and historic core.**

The City should create additional housing in the downtown and historic core. Promoting residential uses in the downtown is an effective way to create a mixed-use pattern. Creating new residential uses in the downtown through senior housing and second story dwellings will promote local businesses and foster a live, work and shop environment.

*Priority: B*

*Suggested Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Downtown and Historic Core Objective 5:**

**Preserve historic architecture and buildings in the downtown and historic core.**

The quality and integrity of the buildings in the downtown are a reflection of the rest of the community. Hudson will strive to preserve and enhance the quality of the buildings in the downtown to retain the community's identity.

**Strategy 5 A:**

**Continue to eliminate uses incompatible with the small town character of the downtown and historic core.**

Light industrial uses or commercial uses dependent on tractor-trailer distribution should be directed to areas outside the downtown and replaced with uses fostering mixed-use synergy near the downtown.

*Priority: C*

*Suggested Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 5 B:**

**Enhance a “sense of place” through the development of historic architectural guidelines, urban design strategies, marketing, and image promotion.**

Hudson’s “sense of place” will continue to evolve as the downtown and historic core takes shape. This process will be enhanced by additional guidelines and strategies to market the historic and village qualities of downtown Hudson (architectural guidelines, marketing strategies of the historic town center, etc.).

*Priority: B*

*Time Frame: Short Term\**

*General Responsibility: City*

**Strategy 5 C:**

**Maintain guidelines with respect to new construction or renovation of existing buildings in the downtown and historic core.**

The Architectural and Design Standards and District Standards of the Land Development Code will be maintained.

*Priority: A*

*Suggested Time Frame: Ongoing*

*General Responsibility: Land Development Code*

**Downtown and Historic Core Objective 6:**

**Enhance open space and recreation in the downtown and historic core.**

The development of open space, recreation and pedestrian connectivity in the downtown is important to encourage pedestrian activity. This will create an environment where residents can easily access the downtown, which will improve activity levels and business, while reducing traffic through the promotion of alternative transportation routes and access to the downtown.

**Strategy 6 A:**

**Preserve the Green Extensions as an invaluable open space resource for the downtown and historic core.**

The Green and Green Extensions are central gathering places and focal points of the downtown and the community. The City should continue to preserve and promote the Green and Green extensions as part of the community’s identity and as a center of activity.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 6 B:**

**Implement a combination of pedestrian and bikeway system along Brandywine Creek, and develop Brandywine Creek as a recreation corridor integrated within the downtown and consistent with the Hudson Parks Master Plan.**

The purpose of this strategy is to improve aesthetics, mobility and the connectivity of the downtown to surrounding areas (See the *Parks Master Plan: Trail Network* for a detailed approach).

*Priority: B*

*Time Frame: Long Term*

*General Responsibility: City*

**Downtown and Historic Core Objective 7:**

**Make the downtown and historic core a destination for tourists.**

Transforming the downtown into a destination point will require developing amenities and attracting uses that encourage visitors to extend their stay as long as possible.

**Strategy 7 A:**

**Develop a cultural heritage tourism program for the community focusing on the downtown and historic core.**

Hudson should promote the cultural heritage of the community by marketing the downtown as a historical destination and develop programs and activities that will engage residents and tourists in the history and heritage of Hudson.

*Priority: C*

*Suggested Time Frame: Mid Term*

*General Responsibility: City*

**Strategy 7 B:**

**Encourage tourism activities within the City such as theatres, art galleries, and antique shops.**

New tourist activities and events will attract visitors to Hudson. The City should strive to create events in the downtown in effort to market Hudson as an attractive destination and for support of local businesses in the area.

*Priority: C*

*Suggested Time Frame: Mid Term*

*General Responsibility: City*

## 8. Growth Management

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### A. Goal

Continue to moderate the pace of residential development through the maintenance of growth management controls.

### B. Overview

This chapter is an update of the Growth Management Strategy in the 1995 Plan and represents the information and data outlined in the 2003 Growth Management Plan. It illustrates the progress made in regulating growth in Hudson, while offering new objectives and strategies concerning growth issues facing the City of Hudson and local residents.

The main growth management issue facing the City in the past has been the pace of residential development, which strained municipal services and infrastructure. This growth pattern has had serious adverse impacts on the environment and character of the City. As a result, open spaces, woodlands and wetlands have been disappearing. This continues to build an argument for zoning and land use controls result in an unsustainable land use pattern. It is critically important for Hudson to go beyond traditional zoning controls and development to ensure that a sustainable land use pattern is achieved.

The 1995 Plan set forth policies to control the amount, location and pace of development in the City of Hudson, along with traditional land use planning and zoning initiatives. From these efforts a comprehensive growth management system was created and adopted to address growth in Hudson through a coordinated effort. This system aimed to provide more land for industrial development and open space, and less for residential. It also addressed the timing and pace of residential development by moderating the amount of growth permitted to prevent services and facilities from being strained.

The growth management policies addressed in this chapter regulate and plan for growth in a coordinated fashion by moderating the amount of growth that is permitted in any one year. This is to prevent the City's infrastructure and

services from being strained beyond capacity. A growth management system also ensures high quality development that minimizes environmental impacts and creates development that is fiscally sound.

### C. Key Findings

- **Residential Development:** Since the 1995 Plan was completed, the City has stabilized the residential growth rate between 1-1.5 percent annually, with the growth rate in 2002 leveling off at 1.1 percent (see tables and charts below 8.1-8.5). The 2003 Growth Management Report recommends a cap of 85 residential units for 2003-2004. Recent approvals of subdivision phases favored the completion of approved subdivisions and ties to existing public utilities.
- **Schools:** School enrollment for 2002 increased 0.20 percent and over the last five years the average annual increase was less than one percent.
- **Open Space and Conservation:** Conservation development was recommended in the 1995 Plan to allow development at approved higher densities to preserve open space as well as rural character. The City has approved one new subdivision with open space conservation. However, no other open space conservation development has been proposed since 1995.
- **Land Use:** Lot splits continue to allow scattered site development. By implementing land use controls and restricting new construction, Hudson has avoided some of the negative impacts of growth. The number of remaining vacant lots which are proportioned between priority development (72 lots) and general development (71 lots) shows that new subdivisions and existing phases of subdivisions have equaled out for the first time since growth management was implemented.
- **Revenue Sources:** The 1995 Comprehensive Plan states income tax revenues provided 55.4 percent of the general operating revenues, while property taxes accounted for only 24.3 percent. Property tax revenue in 2002 increased less than 1.0 percent from the year before. Income tax collections, however, were reduced by 2.49 percent due to a one-time refund to a local manufacturer. As a result, the City continues to face serious fiscal questions emphasizing the need to attract new industrial, office and commercial development to generate new revenue and jobs.

## Growth Management

**Hudson's Annual Growth Rate 1996-2000**

|                           | 1996     | 1997     | 1998     | 1999     | 2000     | 2001     | 2002     |
|---------------------------|----------|----------|----------|----------|----------|----------|----------|
| <b>Hudson Population</b>  | **21,247 | **21,541 | **21,834 | **22,065 | **22,439 | **22,593 | **22,852 |
| <b>Annual Growth Rate</b> | 1.8%     | 1.4%     | 1.4%     | 1.0%     | 1.7%     | 0.7%     | 1.1%     |
| <b>Dwelling Units</b>     | 7,159    | 7,258    | 7,357    | 7,435    | 7,636    | 7,687    | 7,773    |
| <b>Annual Growth Rate</b> | 1.8%     | 1.4%     | 1.4%     | 1.0%     | 2.6%     | 0.7%     | 1.1%     |

Table 8.1 - Hudson's Annual Growth Rate 1996-2000

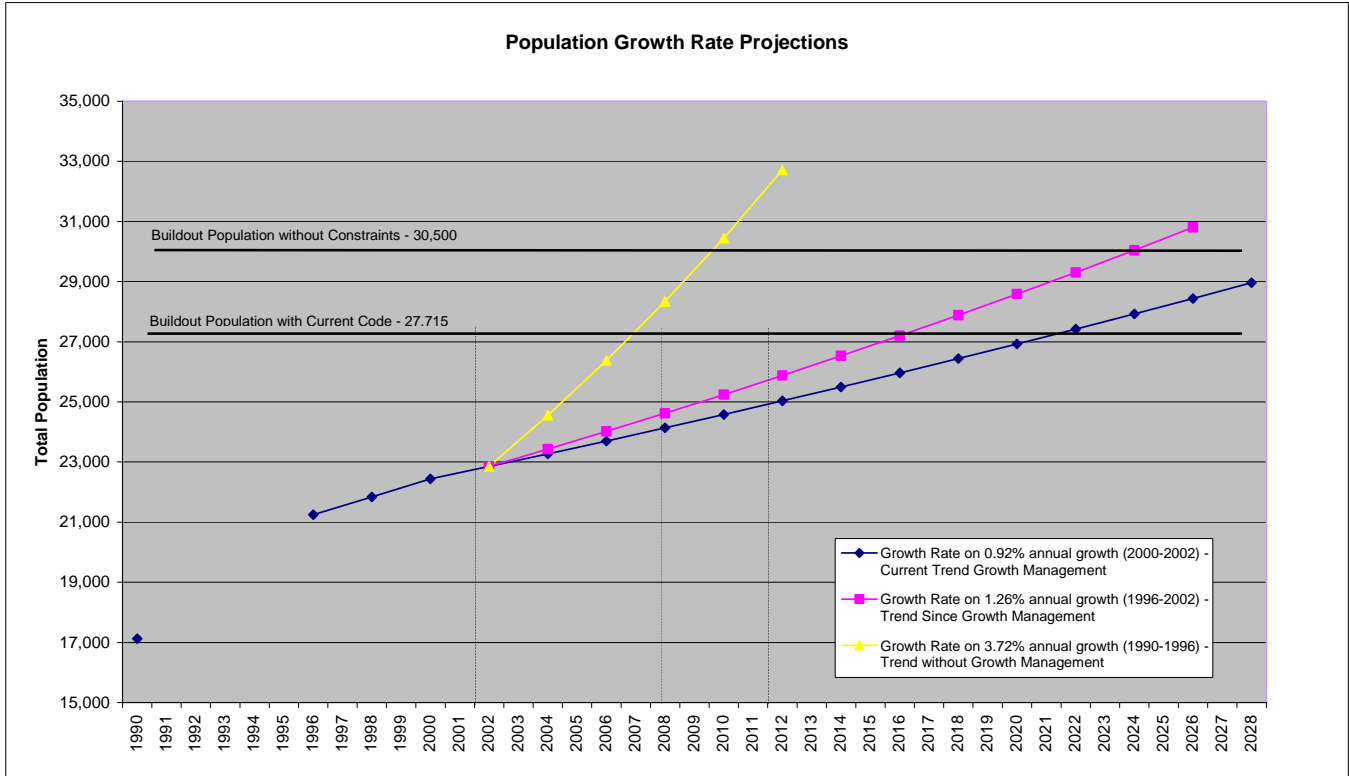


Chart 8.2 - Population Growth Rate Projection Chart

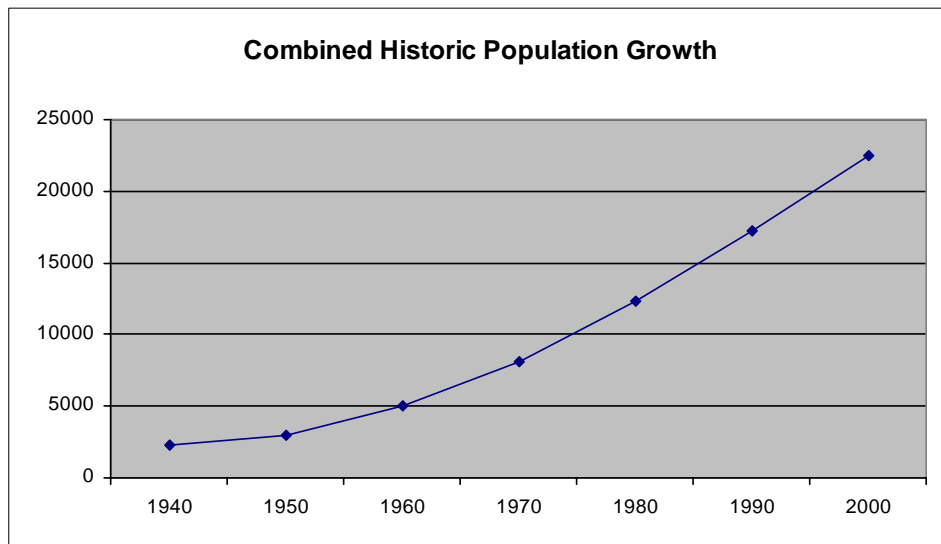


Chart 8.3 - Historic Population Growth Chart



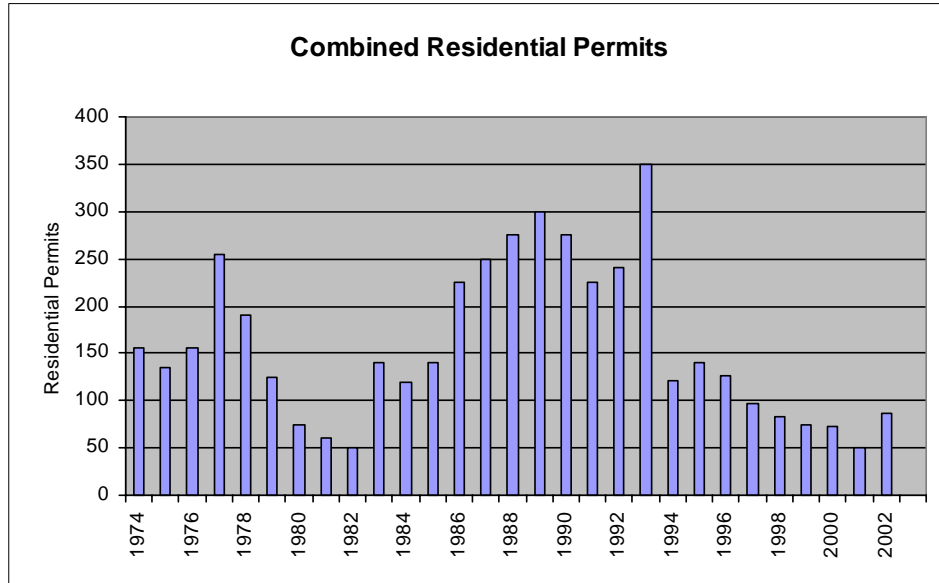


Chart 8.4 - Residential Permits Chart

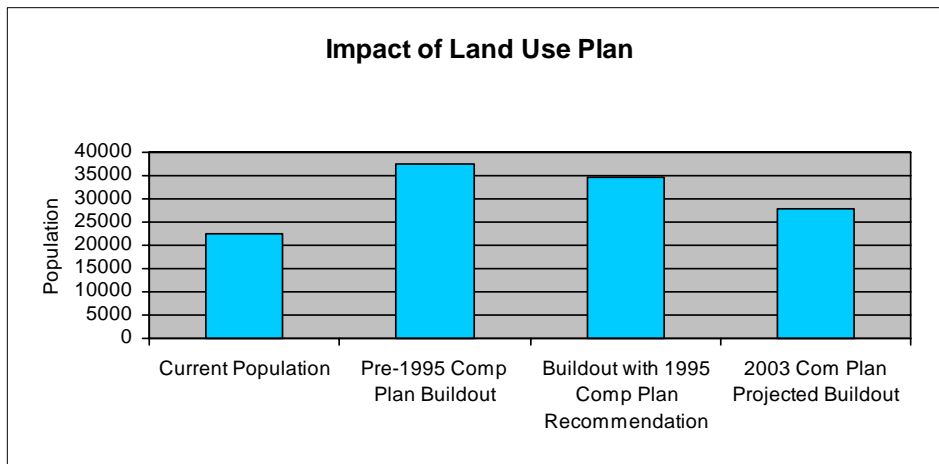


Chart 8.5 - Impact of Land Use Plan Chart

#### D. Objectives and Strategies

The following objectives and strategies are based on policies from the 1995 Plan, meetings held with the Steering Committee and input from the public. This section contains objectives to outline Growth Management principles in Hudson, followed by a series of strategies to implement each objective. Each strategy has a specific timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate -- Implementation begins within one year after adoption (2004).
- Short Term -- Implementation begins one to five years after adoption (2004-2008).
- Mid Term -- Implementation begins six to ten years after adoption (2009-2013).
- Long Term -- Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing -- Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

## **Growth Management Objective 1: Limit residential growth.**

The primary objective of growth management in Hudson is to limit population growth. This can be done through limiting new housing construction and development to maintain a stable population growth rate.

The purpose of limiting residential development and slowing population growth in Hudson is to maintain the small town appeal of the community and to prevent the school system and City infrastructure from overtaxing capacities and adequacies.

### **Strategy 1 A:**

**Limit the number of residential permits to moderate the pace of population growth to no more than 1.0 percent to 1.5 percent annually.**

In an effort to limit new residential development the City should continue to limit the number of residential permits. This will be an effective tool to moderate residential growth and continue to allow the City to build and expand infrastructure to correct deficiencies from growth before the 1995 Plan. It will also provide for predictable and reasonable growth in the future.

*Priority: A*

*Time Frame: Immediate and Ongoing*

*General Responsibility: City*

### **Strategy 1 B:**

**Investigate the use of impact fees for new residential development, targeting revenue for the Hudson School District.**

The cost of servicing new residential development exceeds the potential revenue from increased property taxes. The use of impact fees on new residential development should be studied to offset additional costs placed on city services. Further study should be given to the ability and legality of impact fees to offset the additional cost of new housing units and the burdens they place on the Hudson Schools. Impact fees should be studied to determine whether they could be used as deemed necessary to meet the increased demand for City services. The use of impact fees is intended to strengthen, not diminish, the current growth management system.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

## **Growth Management Objective 2: Implement and create growth management controls.**

The City has in place a variety of additional growth controls within existing code and regulations. The City could add more restrictive zoning, impact fees or controls to the expansion of the City's utilities and infrastructure to limit new development. By using these control measures, the City aims to maintain a slower rate of growth and an economically feasible and predictable investment in City services.

**Strategy 2 A:**

**Maintain an overall population buildout target of 28,000 for the City.**

Based on the residential forecast, Hudson is at 81 percent of build-out of its eventual population of approximately 28,000 persons. Based on an employment forecast, Hudson is at 44 percent of its potential workforce total, assuming full commercial build-out of 33,600 persons. The City's revenue in 2002 was based on the residential and agricultural property tax valuation of \$593,502,420. Property tax valuation of non-residential commercial property, public utilities and personal tangible property totaled \$157,275,649. Hudson will assume an overall population buildout target of approximately 28,000. It should balance the City's revenues above based on the buildout projections with a land use pattern serving the projected population.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 2 B:**

**Moderate the pace of development with the City's ability to bring revenue sources (mainly jobs/income tax) into balance with population growth.**

The pace and amount of residential development directly affect the City's ability to provide needed services and facilities. Hudson should moderate development in an effort to create a fiscally stable community. At a one percent annual growth rate Hudson could expect buildout of vacant residential land in 15 to 20 years. If growth rates returned to pre-growth control levels, residential build-out could occur in as little as five years. These scenarios should be examined when considering the City revenues in the future.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

**Growth Management Objective 3:**

**Coordinate land use patterns and City infrastructure with the rate of growth.**

As the Hudson population continues to grow, additional land will be consumed with development placing a demand on the City's infrastructure and services. New growth should be organized in a compact land use pattern that is compatible with and enhances the existing land use pattern and infrastructure.

**Strategy 3 A:**

**Coordinate with other governmental bodies and service providers (e.g. school district, water utilities, and park board) to ensure consistency with overall growth management policies.**

The City should cooperate with other governmental bodies on growth issues to guarantee new development will be adequately served by the City's utilities and services.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Hudson School District*

**Strategy 3 B:**

**Maintain flexible zoning techniques and standards that recognize the changing composition of modern corporate office/industrial parks.**

To complement the economic development and land use objectives and strategies outlined in the Plan, the City will encourage new office and industrial growth through zoning changes and the Land Development Code.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City, Land Development Code*

**Strategy 3 C:**

**The City should work with the school district and relevant political jurisdictions to address the impact of school enrollment growth.**

The City and the school district should work closely together to achieve growth management objectives.

*Priority: A*

*Time Frame: Long Term*

*General Responsibility: City, Hudson School District*

## 9. Economic Development

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### A. Goal

Establish a positive and proactive business climate that encourages balanced and sustainable business expansion and diversification, assists in relieving the property tax burden of the individual citizen, contributes to the quality of life in the community, and respects the natural environment. The City shall work to retain and enhance its existing economic base while attracting new economic development activity.

### B. Overview

Economic development was a theme found throughout the 1995 Plan, but was not the subject of an individual chapter. Even though the growth management system was successful in controlling residential growth, no progress has been made toward the 1995 target ratio of 60 percent of the property tax revenue attributed to residential development and 40 percent to commercial development. In 1995 and 2004 it was felt that a focused approach should be taken to economic development even though it is an integral part of other planning elements, such as land use and transportation. As a result, the Steering Committee decided to devote a separate chapter to economic development and to encourage as a major component of that chapter the preparation of an economic development plan. Evaluation of the appropriateness of a specific goal for the split between residential and commercial property tax share should be undertaken with the recommended Economic Development Strategy.

### C. Key Findings

- **Population Growth Rate:** Prior to 1995 and the residential development allocation system, Hudson's annual population growth rate was over 4 percent; and dwelling unit growth was over 3 percent. Between 1995 and 2000, the population growth rate dropped to a little over one percent, with a corresponding drop in dwelling unit growth. The Annual growth rate experienced in 2001 (estimated population: 22,593) fell within the 1.0 percent and 1.5 percent rate recommended in the 1995 plan.

- **Build-out Forecast:** Build-out population is projected to be 28,000 people. Based on the current build-out forecast, Hudson is at 81 percent build-out of residential units and 44 percent of its potential workforce.
- **Job Growth:** Job growth expanded by 6 percent in the most recent reported year (2001), and new office and industrial sector construction in 2002 added 214,916 square feet of new building area compared to 25,254 square feet of commercial/industrial building area added in 2001.
- **New Development:** In 2002, public and institutional projects added 142,803 square feet of building space. The City's downtown redevelopment project approved in 2003 adds an additional 176,000 square feet of retail and office space.
- **Tax Structure:** The property tax valuation split between residential and commercial sectors has not improved in favor of commercial development; in fact the residential share has somewhat increased over the past three years. Attracting new business to Hudson to increase the proportion of business property tax valuation needs to continue to be an important priority, but must be pursued strategically following market based economic research.

#### D. Objectives and Strategies

The following objectives and strategies are based on meetings held with the Steering Committee, initial input from the public, and changes that have occurred since the 1995 Hudson Comprehensive Plan. This section contains objectives to improve economic development in Hudson, followed by a series of strategies to implement each objective. Each strategy has a timeframe and entity responsible for implementation. Below is an outline of suggested parameters for consideration in implementing the listed strategies.

- Immediate -- Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

### **Economic Development Objective 1: Create a strategic economic development plan/program for sustainable economic development.**

The City will prepare an economic development plan aside from the objectives and strategies outlined in this plan. The economic development plan will be the major tool in recruiting, retaining and managing business development in Hudson.

### **Strategy 1 A:**

#### **Conduct an economic development study, which will lead to a strategic plan.**

The idea for an economic development study grew out of work with the steering committee and the Hudson Economic Development Corporation, and was confirmed by public input. The Study should identify Hudson's economic development needs. The number of jobs to be created and the square footage to be added should be measured against the amount of non-residential development desired or needed. Consideration should also be given to the amount and location of retail services needed to support office and industrial development. The study should cover the value of directing resources to entrepreneurs with start-up businesses and attracting resources required to foster and aid startup businesses.

A strengths, weaknesses, opportunities and threats (SWOT) analysis should be conducted that identifies Hudson's competitive advantages and perceived limitations (e.g. address limitations that can be changed). Ambitious but realistic goals should be established targeting specific industries and an action plan should be developed outlining detailed, tactical recommendations.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

### **Strategy 1 B:**

#### **Develop a Strategic Economic Development Plan that is based on the foregoing Economic Development Study and community wide participation.**

A strategic plan will be the primary tool in guiding economic development in Hudson. This plan should evolve from the economic development study and community participation organized by the City.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

### **Strategy 1 C:**

#### **Submit the final product for City Council approval; it will then serve as the action plan for economic development in Hudson.**

Council approval of the strategic economic development plan is critical to gaining community wide support and assuring consistency with growth management strategies. Progress on implementing the plan should be monitored with the results reported back to the community.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

### **Strategy 1 D:**

#### **Upon adoption by City Council, the Strategic Economic Development Plan shall be considered an integral part of the City's Comprehensive Plan.**

The strategic economic development plan will be an extension of the Hudson Comprehensive Plan upon approval. The plan should be revised concurrent with the revision to the Comprehensive Plan to reflect changing economic conditions.

*Priority: A*

*Time Frame: Short Term\**

*General Responsibility: City*



## **Economic Development Objective 2: Create an environment to retain, encourage and attract businesses to Hudson.**

In order for the strategic economic development plan to be effective the City needs to foster an environment conducive to economic development.

Retention of existing businesses and enabling their expansion should be a prime focus of the City's economic development program. A pro-active marketing campaign should be developed that promotes Hudson as a great place to live and conduct business. The campaign should emphasize the City's exceptional quality of life and its many assets including, appropriately zoned office and light industrial development sites and incentives for business development.

### **Strategy 2 A:**

**Promote the City, foster business relationships, and publicize the advantages of locating and expanding businesses in Hudson.**

The regional environment for promoting and attracting business is very competitive. Other neighboring communities have been actively promoting themselves creating a competitive environment for Hudson to attract new development. Hudson needs to target specific industries based on its strengths and develop promotional material for distribution.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

### **Strategy 2 B:**

**Utilize economic development staff to recruit new businesses and clean industry to Hudson, and to establish and maintain relationships with economic stakeholders on the local, county, regional and state level.**

The Hudson Economic Development staff should actively recruit new businesses and industries well suited to the region. Through recruitment efforts, the City aims to obtain high quality development compatible with the character and needs of the Hudson community.

The Economic Development Director should be provided with the tools and resources needed to encourage business retention, expansion and attraction. This official will also serve as an advocate for business and shepherd businesses through the development process. Relationships should be strengthened with organizations like Hudson Economic Development Corporation, Team NEO, Summit County Chamber of Commerce, Greater Cleveland Growth Association, and Ohio Department of Development.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 2 C:**

**Encourage business growth through continued tax incentives within the City's community reinvestment areas and enterprise zones based on the number of jobs, payroll tax, and/or property tax the business will generate.**

The City can direct new economic activity to designated areas targeted for economic development by providing tax incentives to businesses choosing to invest or reinvest in these areas. Incentives will be balanced with the benefits the business will generate and the amount of services and infrastructure improvements they will require, as well as the impact on school resources. Such incentives can include property tax abatements, site improvements, or building redevelopment grants and loans. The City should develop an improved method for sharing a portion of tax revenues with the Hudson School District when abatement is provided as a means to attract or retain businesses. Certain federal and state grants and loan programs should also be sought for site redevelopment and infrastructure improvements, job creation, training and other economic development initiatives.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 2 D:**

**Expand the unified and simplified approval process for office, industrial and commercial development, including a fast track option.**

This strategy is designed to encourage new economic activity by creating a more efficient development/building approval process for developers who are considering developing in Hudson. This process will not undermine the integrity of the existing approval process, but will allow the City administration to manage the approval process making it more streamlined.

*Priority: A*

*Time Frame: Immediate\**

*General Responsibility: City*

**Strategy 2 E:**

**Work with local agencies and educational institutions to encourage an adequate supply of trained labor and that public transportation is provided to the community.**

The City acknowledges the importance of workforce development and public transportation as part of sustaining economic success.

*Priority: C*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 2 F:**

**Maintain mixed-use zoning techniques and standards that recognize the changing composition of modern corporate office/industrial parks.**

Office and industrial parks are no longer viewed as stand alone entities within the community. Hudson recognizes the changing composition of these parks and will strive to create a mixed-use development pattern that will encourage walkable and pedestrian scale environments, where people can live, work and shop in close proximity. These patterns will also be an attraction to recruit new business and industries to Hudson.

*Priority: C*

*Time Frame: Short Term*

*General Responsibility: City*

**Economic Development Objective 3:**

## **Relieve the property tax burden, and create balanced revenue sources.**

Hudson is working to restructure its revenues sources. The purpose of the restructuring is to create a more diverse and stable tax base, which does not rely predominately on property taxes, but attracts new commercial and industrial taxes through improved economic development initiatives.

Economic development initiatives implemented by the City should be carried out in a careful manner in conjunction with land use planning. Hudson will also recognize its role in a competitive regional market and will carefully plan for new economic growth with neighboring communities with a common goal of not duplicating services.

### **Strategy 3 A:**

**Consider increasing the amount of land that is allocated to non-residential uses to allow additional income tax revenue to be generated.**

The City has residential land that could be available for development that is not currently zoned to accommodate commercial or light industrial uses. Through the strategic economic development plan the City can consider an initiative to rezone certain residential parcels to allow for non-residential development.

*Priority: C*

*Time Frame: Ongoing*

*General Responsibility: City*

### **Strategy 3 B:**

**Lower the residential tax burden through new economic development.**

As new economic development occurs, more commercial and industrial taxes will be generated, improving the City's financial status. This will help to achieve a better balance between property and income taxes for the taxpayer.

*Priority: B*

*Suggested Time Frame: Ongoing*

*General Responsibility: City*

## **Economic Development Objective 4:**

### **Promote the economic, social and cultural strength of the downtown.**

The economic, social and cultural strength of the downtown is an important component of economic recruitment and retainment. This is due to the identity the downtown gives to Hudson, the role the downtown plays as a quality of life amenity, and as an indicator of the community's health and success.

### **Strategy 4 A:**

**Ensure a vibrant downtown business district.**

When new businesses are considering locating in Hudson they will identify with the downtown as a reflection of the community's character. For this reason, a vibrant downtown aids in the success of economic development.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 4 B:**

**Maintain the downtown as a focus for non-industrial economic development.**

When considering economic development projects, special attention should be given to recruiting new businesses that will enhance and promote the existing character and nature of the downtown as a mixed-use, walkable town center. Even though it once was the location of several industrial uses, the close proximity of residential development and the scale of the downtown make it incompatible with industrial use and some commercial uses today.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Economic Development Objective 5:**

**Improve the City's infrastructure and transportation network to accommodate future economic development.**

New infrastructure and transportation improvements will be required for Hudson to accommodate new economic activity. The City should evaluate the current infrastructure and determine where improvements are needed based on projected economic development scenarios.

**Strategy 5 A:**

**Promote competitive City utility rates to attract industrial and commercial development.**

Utility rates are a primary factor defining where businesses will locate. Hudson should provide competitive utility rates within the regional context to attract new business.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 5 B:**

**Guide the location and provide the amount of infrastructure resources needed to support the goal of generating additional industrial tax revenue.**

Assuring infrastructure is in place to serve commercial and industrial development is a powerful recruitment tool. The City should create infrastructure improvements to guide new development in desirable locations.

*Priority: A*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 5 C:**

**Encourage economic growth by concentrating efforts on expanding services and infrastructure that are reliable and sized to meet industrial and commercial development projections to existing areas and new areas identified for industrial/office development.**

New services can attract development in the same manner as infrastructure improvements. The City should create and improve services where appropriate to attract new development, based on the strategic economic development plan.

*Priority: B*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 5 D:**

**Support the development of well defined access routes to industrial areas.**

This strategy is vital to preserving and maintaining local roads and helps attract new industry. Truck traffic going to and from industrial areas has a significant impact on roads and creates noise and congestion. The City should create well-defined routes to and from current and future industrial commercial development in an effort to improve the existing traffic pattern.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 5 E:**

**Promote the development and redevelopment of existing facilities and areas.**

Underutilized sites and facilities should be evaluated for their potential reuse before new sites are developed. It is more cost effective to utilize existing facilities than to extend new infrastructure to undeveloped sites.

*Priority: B*

*Time Frame: Ongoing*

*General Responsibility: City*

**Strategy 5 F:**

**Pursue new communication technology to support and attract new business development.**

Hudson should provide current businesses with new and improved communication technology. This new technology can be used as a marketing strategy when recruiting businesses and attaining new development.

Specifically, Hudson would benefit from the development of a fiber-optic network, which enhances Internet and telecommunications capacity at the City's businesses and homes. This capacity is increasingly important for attracting technology-based industries and other businesses, and is therefore an important tool for economic development. The development of such systems will not interfere with the quality of Hudson's roads or infrastructure and should be facilitated by the City.

*Priority: C*

*Time Frame: Short Term*

*General Responsibility: City*

**Strategy 5 G:**

**Maintain a top rated School District through the support of economic development.**

New economic development would help maintain the quality of Hudson's schools through increasing the City's tax base. By continuing to recruit and retain businesses in the community Hudson will ensure the financial needs of the School District are addressed. Good schools are also a very effective recruitment tool and a potential source of future labor.

*Priority: A*

*Time Frame: Ongoing*

*General Responsibility: City and Hudson School District*

## 10. Implementation

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### A. Overview

This chapter of the plan prioritizes and assigns responsibility for execution of the plan within specific time frames. It provides guidance for maintaining accountability, monitoring activities, creating appropriate development regulations and procedures and involving residents, businesses and other stakeholders in plan implementation.

### B. How to Use the Plan

The plan is intended to guide public and private decisions concerning development, redevelopment, capital improvements, economic incentives and other matters affecting the City. The following is a summary of how to use the plan.

#### **1. Annual Work Programs and Budgets**

Individual City departments and administrators should be cognizant of the recommendations of the plan when preparing annual work programs and budgets; strategies can be implemented in this way. Council review of these proposals should likewise consider the plan's strategies.

#### **2. Development Approvals**

Administrative and legislative approvals of development proposals, including rezoning and subdivision plats, should be a central mean of implementing the plan. In fact, the Land Development Code should be updated in response to regulatory strategies presented in the plan.

**3. Capital Improvement Plans**

The City's Five-Year Financial Plan should advance the plan's objectives and strategies. New improvements that are not reflected in the plan – and which could dramatically impact the plan's land use recommendations – should necessitate at least a minor update to the plan.

**4. Economic Incentives**

Economic incentives should be reviewed in light of recommendations in the Land Use, Economic Development and Transportation chapters. These incentives should be integrated with other plan strategies and policies to ensure consistency, particularly with the plan's land use recommendations.

**5. Private Development Decisions**

Property owners and developers should consider the strategies and recommendations of the plan in their own land planning and investment decisions. Public decision-makers will be using the plan as a guide in their development-related deliberations, such as review of zoning applications and infrastructure requests (water, sewer and roads). Likewise, property owners and developers should be cognizant of the plan's recommendations.

**6. Future Interpretation**

The City Council should call upon the Planning Commission to provide an interpretation of major items that are unclear or are not fully addressed in the plan. In formulating an interpretation, the Commission may call upon outside experts and other groups for advice.

**7. Updating the Plan**

The plan is meant to be a flexible, living document that is constantly used and when necessary updated to reflect changing conditions and local priorities. The City should develop a process to update the plan at a minimum of every 5-10 years.

**C. Summary of Strategies**

The following table summarizes the strategies that are incorporated into each element of the plan. The table provides a reference for each strategy (by element), the priority, the parties responsible and for suggested parameters consideration in implementation as follows:

- Immediate – Implementation begins within one year after adoption (2004).
- Short Term – Implementation begins one to five years after adoption (2004-2008).
- Mid Term – Implementation begins six to ten years after adoption (2009-2013).
- Long Term – Implementation begins ten to twenty years after adoption (2014-2023).
- Ongoing – Currently in progress and/or to be continued once initiated.

The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.

In cases where strategies have both “Immediate” and, for example, “Short Term” timeframes for implementation, this indicates that the strategy will be initiated in 2004 but may not be completed until the 2004-2008 timeframe. An asterisk (\*) identifies strategies that should be initiated and it is understood that the recommended timeframes identified in this Comprehensive Plan are guides for future City Council budgetary decisions. As a result, and depending upon funding availability, changing needs and other unforeseen events, actual timeframes may differ to some extent from recommended timeframes.



| Chapter  | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|----------|--------|--|------------------|----------------|----------------|
| Land Use | LU.1   | <b>Manage land use decisions to control growth and maintain a high quality of life.</b>  |                  |                |                |
| Land Use | LU.1A  | Balance land use decisions with planned economic development, in order to maintain the quality of life and fiscal responsibility that is representative of the community.  | B                | Ongoing        | City           |
| Land Use | LU.1B  | Continue to control large (big box) retail development.  | B                | Ongoing        | City           |
| Land Use | LU.1C  | Update and maintain the City's Land Development Code (text and map) to incorporate the land use concept recommendations.   | A                | Immediate      | City           |
| Land Use | LU.1D  | Continue enforcing the Land Development Code.  | B                | Ongoing        | City           |
| Land Use | LU.2   | <b>Improve key entryways.</b>  |                  |                |                |
| Land Use | LU.2A  | Protect and improve key entryways into the community through gateway concepts supported by design controls, identification signage for the City, and other land use and development tools.   | A                | Ongoing        | City           |
| Land Use | LU.2B  | Consider the development and adoption of standards and guidelines for new development and redevelopment along the southern Route 91 corridor (consisting of District 7, District 9 and the portion of District 8 that borders Route 91) that foster a more attractive, consistent and unified appearance along the length of the corridor. | C                | Immediate      |                |
| Land Use | LU.3   | <b>Protect and conserve environmental features and ecologically sensitive areas.</b>   |                  |                |                |
| Land Use | LU.3A  | Use the site plan review process within the Land Development Code and develop criteria to ensure conformance with open space and environmental preservation objectives.  | B                | Ongoing        | City           |
| Land Use | LU.3B  | Develop an environmental management strategy for sustainable open space and environmental protection, including acquisition standards and policies for environmental preservation and protection areas (wetlands, natural drainage ways, unique natural areas, and wildlife habitats).   | B                | Short Term(*)  | City           |
| Land Use | LU.3C  | Encourage and work closely with the Hudson Land Conservancy, Hudson School District and Hudson Park Board to implement City open space policies.   | B                | Ongoing        | City           |

| Chapter  | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|----------|--------|--|------------------|----------------|----------------|
| Land Use | LU.3D  | Monitor critical environmental components such as wetlands, stream banks, tree canopy, riparian corridors, and places off limits to development. | B                | Ongoing        | City           |
| Land Use | LU.3E  | Control the amount of impermeable surfaces to help manage storm water and control flooding.  | B                | Ongoing        | LDC            |
| Land Use | LU.4   | <b>Protect and promote historic structures, and the unique, New England character of Hudson, set within a rural residential framework.</b>       |                  |                |                |
| Land Use | LU.4A  | Continue efforts to protect historic assets, including buildings and properties.   | B                | Ongoing        | City           |
| Land Use | LU.4B  | Update and maintain an inventory of historic buildings and properties.   | B                | Ongoing        | City           |
| Land Use | LU.4C  | Maintain architectural and zoning distinction within the region.   | B                | Ongoing        | City           |
| Land Use | LU.5   | <b>Encourage better utilization of existing developed properties.</b>  |                  |                |                |
| Land Use | LU.5A  | Pursue the development and redevelopment of existing commercial and industrial areas.  | B                | Immediate      | City           |
| Land Use | LU.5B  | Encourage the reuse of existing buildings and infill space.  | A                | Ongoing        | City           |
| Land Use | LU.6   | <b>Create diverse housing opportunities and preserve existing residential neighborhoods.</b>   |                  |                |                |
| Land Use | LU.6A  | Protect the quality of existing neighborhoods.   | A                | Ongoing        | City           |
| Land Use | LU.6B  | Encourage more diversity in the types of homes (size, cost, style).  | B                | Short Term     | City           |

| Chapter     | Number | Objective and Strategy  | Recomm. Priority | Recomm. Timing | Responsibility |
|-------------|--------|---|------------------|----------------|----------------|
| Land Use    | LU.6C  | Encourage senior housing options, including more condos for seniors near the center of the City.  | C                | Short Term     | City           |
| Land Use    | LU.6D  | Develop standards, guidelines, and incentives for maintaining and redeveloping mature neighborhoods.  | C                | Long Term      | City           |
| Land Use    | LU.7   | <b>Continually evaluate land uses and development standards within the zoning districts and make specific improvements and recommendations.</b> |                  |                |                |
| Land Use    | LU.7A  | Create a new "vision" for District 9/Darrowville Commercial Corridor.   | A                | Immediate(*)   | City           |
| Land Use    | LU.7B  | Recognize and support the S.R. 91 Traffic Corridor Study.   | A                | Immediate      | City           |
| Environment | ERO.1  | <b>Protect and preserve open spaces.</b>  |                  |                |                |
| Environment | ERO.1A | Selectively acquire, as feasible, additional property suitable for open space.  | C                | Ongoing        | City and HLC   |
| Environment | ERO.1B | Coordinate all open space acquisitions and recreational areas with the Growth Management Strategy.  | B                | Ongoing        | City and HLC   |
| Environment | ERO.1C | Encourage developers to submit management plans for areas dedicated as private open space.  | A                | Immediate      | LDC            |
| Environment | ERO.1D | Explore new revenue sources and innovative partnerships to acquire grants or other sources of funding for open space acquisitions.              | B                | Ongoing        | LDC            |
| Environment | ERO.2  | <b>Preserve wetlands and environmentally sensitive areas.</b>   |                  |                |                |
| Environment | ERO.2A | Protect wetlands, natural drainage ways, unique natural areas, ecosystems and wildlife habitats with sensitive environmental attributes.        | B                | Ongoing        | LDC            |

| Chapter     | Number | Objective and Strategy  | Recomm. Priority | Recomm. Timing | Responsibility                              |
|-------------|--------|---|------------------|----------------|---|
| Environment | ERO.2B | Maintain (through the Land Development Code) an environment conducive to preservation of wetland ecosystems and unique plant and animal communities.  | B                | Ongoing        | LDC   |
| Environment | ERO.2C | Pursue acquisition or conservation easements of lands with high environmental quality.  | B                | Ongoing        | City and LDC                                |
| Environment | ERO.2D | Promote delineation, preservation, and reclamation of wetlands and open spaces with an emphasis on remediating drainage problems, protecting water quality, enhancing stormwater management, and preserving unique plant and animal communities.  | B                | Ongoing        | City  |
| Environment | ERO.3  | <b>Provide residents of all age groups with recreational facilities and programs.</b>   |                  |                |   |
| Environment | ERO.3A | Enhance recreation facilities provided within existing parks.   | A                | Short Term     | City, and Hudson Park Board                 |
| Environment | ERO.3B | Pursue the development of additional recreational facilities and programs including, but not limited to, a community swimming pool, an ice rink, and tennis courts.   | B                | Short Term     | City, Private Sector, and Hudson Park Board |
| Environment | ERO.4  | <b>Create a system of greenway and trail connections as specified in the Parks Master Plan.</b>   |                  |                |   |
| Environment | ERO.4A | Create and maintain a greenway system of multi-purpose trails that link the historic downtown core, existing parks, schools, commercial activity areas, neighborhoods, wetlands, drainage systems, and other natural areas, and provides linkages with trails in neighboring communities. | B                | Ongoing        | City, and Hudson Park Board                 |
| Environment | ERO.4B | Parks should act as trail heads and trail intersections to improve the utilization of park land holdings.   | B                | Ongoing        | City, and Hudson Park Board                 |
| Environment | ERO.4C | Coordinate the proposed trail system with regional, state, and national trail systems.  | B                | Ongoing        | City, and Hudson Park Board                 |
| Environment | ERO.4D | Upgrade and centralize the management of Brandywine Creek, Tinkers Creek and Mud Brook watersheds.  | A                | Short Term(*)  | City  |
| Environment | ERO.4E | Coordinate linkages between the City of Hudson, its neighborhoods, parks, and park facilities through agencies serving the larger regional population.  | B                | Ongoing        | City, and Hudson Park Board                 |

| Chapter     | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility                 |
|-------------|--------|--|------------------|----------------|--------------------------------|
| Environment | ERO.4F | Utilize public and private organizations to monitor and raise funds for open space and greenway acquisitions.  | B                | Short Term     | City, and Hudson Park Board    |
| Environment | ERO.5  | <b>Expand existing park facilities and provide additional parks where appropriate and consistent with the Parks Master Plan.</b>   |                  |                |                                |
| Environment | ERO.5A | Periodically reconsider and update the Hudson Parks Master Plan.   | C                | Short Term     | City, and Hudson Park Board    |
| Environment | ERO.5B | Maintain the Village south property for open space, recreation and public use.   | C                | Short Term     | City, and Hudson Park Board    |
| Environment | ERO.6  | <b>Maintain environmental guidelines and criteria to direct City Staff and developers.</b>   |                  |                |                                |
| Environment | ERO.6A | Maintain the focus of the Land Development Code on the preservation of natural vegetation, tree cover and use of new landscaping.  | B                | Ongoing        | LDC                            |
| Environment | ERO.6B | Maintain the inclusion of appropriate open space, greenway linkages, and sidewalks as part of the Land Development Code review and approval process.   | B                | Ongoing        | LDC                            |
| Environment | ERO.6C | Improve and maintain the Index of Ecological Integrity in the Land Development Code to locate and rate high quality wetlands, stream corridors, vegetation, and wildlife habitats.   | C                | Ongoing        | LDC/City                       |
| Environment | ERO.6D | Maintain the location and rating of high quality wetland ecosystems including plant and animal communities.  | B                | Ongoing        | City                           |
| Environment | ERO.6E | The Hudson Park Board, Hudson Land Conservancy, School Board, Community Education & Recreation Committee and other entities should continue to draft, publicize and implement innovative and cooperative operation and acquisition agreements with the City. | B                | Ongoing        | City, HLC HSD, and State Govt. |
| Environment | ERO.6F | Develop a management strategy for open space and environmental protection, including acquisition standards and policies for environmental preservation and protection areas (wetlands, natural drainage ways, unique natural areas, and wildlife habitats).  | B                | Short Term(*)  | City and HLC                   |
| Environment | ERO.6G | Encourage and work closely with the Hudson Land Conservancy and Hudson Park Board to implement open space policies.  | B                | Ongoing        | City and HLC                   |

| Chapter          | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|------------------|--------|--|------------------|----------------|----------------|
| Comm. Facilities | CF.1   | <b>Address current deficiencies in the City's infrastructure and growth management strategy.</b>   |                  |                |                |
| Comm. Facilities | CF.1A  | Community infrastructure elements and public services should be constructed only in conformance with an adopted growth management strategy.  | B                | Ongoing        | City           |
| Comm. Facilities | CF.1B  | Require new development to pay for new utility extensions.   | B                | Ongoing        | LDC            |
| Comm. Facilities | CF.2   | <b>Undertake infrastructure improvements to support future economic development.</b>   |                  |                |                |
| Comm. Facilities | CF.2A  | Guide the location and allocation of infrastructure resources needed to increase tax revenues and spur economic growth by concentrating efforts on expanding services to areas suitable for industrial/office development. | A                | Ongoing        | City           |
| Comm. Facilities | CF.3   | <b>Improve the water supply system and gain control over its distribution.</b>   |                  |                |                |
| Comm. Facilities | CF.3A  | Expand and distribute Hudson's water supply to ensure a safe and adequate supply of water to the public, and to serve long-term economic development.  | B                | Short Term     | City           |
| Comm. Facilities | CF.3B  | Require all new development to be served by public water.  | B                | Ongoing        | City           |
| Comm. Facilities | CF.3C  | Coordinate the development and maintenance of the water supply system with other regional authorities, especially to areas with economic development potential in the future.  | B                | Ongoing        | City           |
| Comm. Facilities | CF.4   | <b>Maintain and improve the wastewater and stormwater drainage systems.</b>  |                  |                |                |
| Comm. Facilities | CF.4A  | Improve and maintain the wastewater system and continue to implement stormwater management improvements through the enhancement and maintenance of the stormwater management system.                                       | A                | Immediate      | City           |
| Comm. Facilities | CF.4B  | Complete comprehensive studies of Hudson's stormwater and wastewater management systems.   | A                | Immediate(*)   | City           |

| Chapter          | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|------------------|--------|--|------------------|----------------|----------------|
| Comm. Facilities | CF.5   | <b>Ensure the safety of residents and protect institutions and businesses.</b>   |                  |                |                |
| Comm. Facilities | CF.5A  | Support efforts to improve response times for EMS, fire, and other emergency services in Hudson in line with safety study recommendations.                                       | A                | Short Term     | City           |
| Comm. Facilities | CF.5B  | Implement road improvements to ensure adequate emergency access routes and provide signalization to improve response times.  | A                | Short Term(*)  | City           |
| Comm. Facilities | CF.5C  | Provide additional water lines to meet fire suppression needs.   | B                | Ongoing        | City           |
| Comm. Facilities | CF.6   | <b>Support and enhance the educational system.</b>   |                  |                |                |
| Comm. Facilities | CF.6A  | Continue the close working relationship between the City and the Hudson Local School District in supporting high-quality educational services and facilities.                    | B                | Ongoing        | City and HSD   |
| Comm. Facilities | CF.6B  | Maintain a top rated School District through support of economic development.  | A                | Immediate      | City           |
| Comm. Facilities | CF.6C  | Continue the strong support for the library.   | B                | Ongoing        | City           |
| Comm. Facilities | CF.6D  | Facilitate lifelong learning opportunities for all City residents.   | C                | Ongoing        | HSD            |
| Transportation   | TM.1   | <b>Update and maintain transportation infrastructure.</b>  |                  |                |                |
| Transportation   | TM.1A  | Effectively manage roadway traffic operations in order to utilize the transportation network to its fullest extent within the constraints set forth for maintaining lane widths. | B                | Ongoing        | City           |
| Transportation   | TM.1B  | Repair and maintain street surfaces and sidewalks.   | B                | Ongoing        | City           |



| Chapter        | Number | Objective and Strategy  | Recomm. Priority | Recomm. Timing            | Responsibility |
|----------------|--------|---|------------------|---------------------------|----------------|
| Transportation | TM.1C  | Design standards should maximize the use of rights-of-way space for pedestrian amenities and environmental consideration.   | B                | Short Term(*)             | City           |
| Transportation | TM.1D  | Support the development of a well-defined ingress/egress routes to industrial and commercial areas, with particular emphasis on signage to help minimize truck traffic impacts on other Hudson roads.   | B                | Ongoing                   | City           |
| Transportation | TM.1E  | Strategically use traffic calming techniques to discourage collector streets from being used as arterials.  | B                | Short Term                | City           |
| Transportation | TM.1F  | Periodically review the Functional Classification System for all roads with design guidelines and speed limit assessments tied to the Classification System and Transportation Plan.  | B                | Ongoing                   | City           |
| Transportation | TM.1G  | Utilize traffic "level of service" evaluations (developed with the appropriate regional agencies) for all arterial roads in the City, and develop mitigation measures to minimize "D" and "F" ratings consistent with the other goals and policies of the Comprehensive Plan. | A                | Short Term(*) and Ongoing | City           |
| Transportation | TM.1H  | Pursue the construction of an extension from Terex Road north to Boston Mills Road, and improve and extend Hudson Gate Drive East to Darrow Road/ S.R. 91 at Georgetown Road, and continue Sapphire Drive to East Sapphire Drive to improve EMS, Fire and Police access.      | A                | Short Term                | City           |
| Transportation | TM.1I  | Adopt and implement a traffic operations plan to create a linked network of secondary access roads.   | C                | Long Term                 | City           |
| Transportation | TM.1J  | Pursue traffic alternatives around the downtown.  | A                | Long Term                 | City           |
| Transportation | TM.1K  | Manage traffic to promote the economic, social and cultural strength of the downtown.   | A                | Immediate                 | City           |
| Transportation | TM.1L  | Continue efforts to create a State Route 8 interchange at Seasons-Norton Road.  | A                | Short Term(*)             | City           |
| Transportation | TM.2   | <b>Promote alternate modes of transportation.</b>   |                  |                           |                |
| Transportation | TM.2A  | Support state and regional agencies in working toward a historic downtown rail service station as part of a regional and state rail commuter plan, that is linked to the pedestrian system, parking and the employment core.  | C                | Long Term                 | City           |

| Chapter        | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|----------------|--------|--|------------------|----------------|----------------|
| Transportation | TM.2B  | Support continued access to public transportation.   | C                | Long Term      | City           |
| Transportation | TM.3   | <b>Continue to develop and improve emergency access and transportation safety.</b>   |                  |                |                |
| Transportation | TM.3A  | Improve emergency access and connections throughout the City.  | A                | Ongoing        | City           |
| Transportation | TM.3B  | Establish a program to analyze unsignalized intersections on arterial and collector streets and determine compliance with safety standards related to sight distance and advanced warning signage. | B                | Ongoing        | City           |
| Transportation | TM.3C  | Design local residential roads to control speed and maintain pedestrian safety, while considering emergency access needs and the requirements of EMS and fire.                                     | B                | Ongoing        | City           |
| Transportation | TM.3D  | Consider improvements to connect South Hayden Parkway and Ogilby.  | B                | Mid Term       | City           |
| Transportation | TM.3E  | Cul-de-sac streets should have an adequate turnaround radius to accommodate school buses, utility vehicles, delivery trucks, fire and EMS vehicles.  | B                | Ongoing        | City           |
| Transportation | TM.3F  | Consider a State Route 303 and 91 Interchange preemptive signal, and explore state assistance to control the flow of traffic on State Route 303/91.  | B                | Short Term(*)  | City           |
| Transportation | TM.3G  | Limit the length of boulevards and establish their minimum widths to accommodate truck and emergency access.   | A                | Immediate(*)   | City           |
| Transportation | TM.4   | <b>Continue to enhance and improve the current infrastructure to accommodate bicycle and pedestrian modes of transportation.</b>   |                  |                |                |
| Transportation | TM.4A  | Incorporate pedestrian walkways and bike paths and bike lanes, or a combination thereof, as a key component of all road construction projects.   | B                | Ongoing        | City           |
| Transportation | TM.4B  | Support the development of a bike path plan implemented through the LDC, the Parks Master Plan, and input from the Hudson Land Conservancy.  | B                | Ongoing        | City           |

| Chapter        | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|----------------|--------|--|------------------|----------------|----------------|
| Transportation | TM.4C  | Pursue funding assistance for planning and constructing bike paths as alternative transportation routes.   | B                | Short Term     | City           |
| Transportation | TM.4D  | Create additional routes to connect gaps in neighborhoods via pedestrian and bike paths to the downtown core, school campuses, city parks and the Cuyahoga Valley National Park.                         | B                | Ongoing        | City           |
| Transportation | TM.5   | <b>Maintain current roadway widths, and keep future roadway development to two lanes.</b>  |                  |                |                |
| Transportation | TM.5A  | Retain arterials and collectors as two lane roads with utilization of appropriate turn lanes to improve traffic flow in areas outside the industrial district.   | A                | Ongoing        | City           |
| Transportation | TM.5B  | Keep rights-of-way 60 feet for local roads, 60 feet for designated collector roads, 70 feet for collector roads in areas zoned Industrial/Office, and 70 feet at major intersections and busy driveways. | A                | Ongoing        | City           |
| Transportation | TM.5C  | Local residential roads should be 24 feet in width.  | B                | Ongoing        | City           |
| Transportation | TM.5D  | Discourage the construction of new through lanes on existing roadways.   | A                | Ongoing        | City           |
| Transportation | TM.6   | <b>Enhance the aesthetic quality of the community through roadway design.</b>  |                  |                |                |
| Transportation | TM.6A  | Produce visual variety and interest with varying building line setbacks, as well as protecting the unique environmental features (trees, topography and plant life) along roadways.                      | B                | Ongoing        | LDC            |
| Transportation | TM.6B  | Complement Hudson's sense of community through road construction providing pedestrian and vehicular safety via curbs, sidewalks, streetlights, and landscaping.  | B                | Ongoing        | City           |
| Transportation | TM.6C  | Use straight edge curbs for all road reconstruction throughout the City.   | B                | Ongoing        | City           |
| Transportation | TM.7   | <b>Plan to accommodate for future traffic volumes.</b>   |                  |                |                |

| Chapter        | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing            | Responsibility |
|----------------|--------|--|------------------|---------------------------|----------------|
| Transportation | TM.7A  | Develop citywide traffic demand forecasting based on Hudson buildout and through traffic-originating from known and expected development in nearby communities.  | B                | Short Term(*) and Ongoing | City           |
| Transportation | TM.7B  | Recognize the impact that projects outside of Hudson have on the City's transportation network, and continue to plan in cooperation with other local, regional and state transportation agencies.  | B                | Short Term                | City           |
| Transportation | TM.7C  | Recognize and support the State Route 91 Traffic Corridor Study including recommendations for traffic access management, improved access routes, and bicycle/pedestrian ways.  | B                | Short Term                | City           |
| Historic Core  | DH.1   | <b>Retain the downtown and historic core as the focus of the community.</b>  |                  |                           |                |
| Historic Core  | DH.1A  | Preserve and enhance the Green and the historic corridor, including adjacent buildings and the surrounding area, as a regional destination and the primary focus for the City's character.   | B                | Ongoing                   | City           |
| Historic Core  | DH.2   | <b>Improve the traffic pattern in the downtown to reduce congestion and encourage pedestrian traffic.</b>  |                  |                           |                |
| Historic Core  | DH.2A  | Analyze the street patterns in the downtown to improve pedestrian and vehicular movement.  | A                | Ongoing                   | City           |
| Historic Core  | DH.2B  | Create alternate traffic routes to alleviate traffic in the downtown and historic core.  | B                | Ongoing                   | City           |
| Historic Core  | DH.2C  | Study the parking areas in the downtown to improve utilization.  | B                | Short Term(*)             | City           |
| Historic Core  | DH.2D  | Support state and county governments in working toward a downtown rail service station (as part of a regional and state rail commuter plan) that is linked to the pedestrian system, parking, and the employment core consistent with the Trail Plan in the Parks Master Plan.                         | C                | Long Term                 | City           |
| Historic Core  | DH.2E  | Encourage the development of a downtown and historic core traffic plan that creates a pedestrian friendly atmosphere, preserves angle parking, provides improved access for local businesses, emphasizing adequate parking lot configuration and landscape design improvements to the roadway network. | B                | Short Term                | City           |
| Historic Core  | DH.2F  | Develop a pedestrian and bikeway system through the downtown and historic core to include Morse Road and Prospect Street and integrate Morse Road into the recreation corridor.  | B                | Short Term(*)             | City           |

| Chapter       | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|---------------|--------|--|------------------|----------------|----------------|
| Historic Core | DH.2G  | Retain the current road width of State Route 91 and State Route 303 through the downtown and historic core, except for the use of turning lanes to improve pedestrian and vehicular access and movement. | B                | Ongoing        | City           |
| Historic Core | DH.3   | <b>Enhance the streetscape within the downtown and historic core.</b>  |                  |                |                |
| Historic Core | DH.3A  | Develop tree lawns with trees and walkways (sidewalk, bike path, or a combination of both) on all new and old roads, and where feasible, in the historic downtown core.                                  | C                | Ongoing        | City           |
| Historic Core | DH.3B  | Continue street beautification and tree planting in the downtown and historic core with special emphasis placed at the State Route 91 and State Route 303 intersection.                                  | C                | Ongoing        | City           |
| Historic Core | DH.4   | <b>Create attractive office, retail, and residential uses in the downtown.</b>   |                  |                |                |
| Historic Core | DH.4A  | Support the retention and expansion of community/specialty retail, and retain public uses in the downtown.   | C                | Ongoing        | City           |
| Historic Core | DH.4B  | Investigate the fiscal impact of increasing tourism activities within the City.  | B                | Mid Term       | City           |
| Historic Core | DH.4C  | Encourage and preserve community focused retail in the downtown.   | C                | Ongoing        | City           |
| Historic Core | DH.4D  | Encourage westward expansion of Main Street shopping, including retail/service establishments with office/mixed use and a hotel beyond the Hudson Green.   | C                | Ongoing        | City           |
| Historic Core | DH.4E  | Develop commercial buildings in the downtown with parking in the rear, setbacks close to the street and sidewalks, and entrances in the front and rear.  | B                | Ongoing        | LDC            |
| Historic Core | DH.4F  | Develop and encourage residential uses in the downtown and historic core.  | B                | Ongoing        | LDC            |
| Historic Core | DH.5   | <b>Preserve historic architecture and buildings in the downtown and historic core.</b>   |                  |                |                |

| Chapter           | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing        | Responsibility |
|-------------------|--------|--|------------------|-----------------------|----------------|
| Historic Core     | DH.5A  | Continue to eliminate uses incompatible with the small town character of the downtown and historic core.   | C                | Ongoing               | City           |
| Historic Core     | DH.5B  | Enhance a "sense of place" through the development of historic architectural guidelines, urban design strategies, marketing, and image promotion.  | B                | Short Term(*)         | City           |
| Historic Core     | DH.5C  | Maintain guidelines with respect to new construction or renovation of existing buildings in the downtown and historic core.  | A                | Ongoing               | LDC            |
| Historic Core     | DH.6   | <b>Enhance open space and recreation in the downtown and historic core.</b>  |                  |                       |                |
| Historic Core     | DH.6A  | Preserve the Green Extensions as an invaluable open space resource for the downtown and historic core.   | B                | Ongoing               | City           |
| Historic Core     | DH.6B  | Implement a combination of pedestrian and bikeway systems along Brandywine Creek, and develop Brandywine Creek as a recreation corridor integrated within the downtown and consistent with the Hudson Parks Master Plan. | B                | Long Term             | City           |
| Historic Core     | DH.7   | <b>Make the downtown and historic core a destination for tourists.</b>   |                  |                       |                |
| Historic Core     | DH.7A  | Develop a cultural heritage tourism program for the community focusing on the downtown and historic core.  | C                | Mid Term              | City           |
| Historic Core     | DH.7B  | Encourage tourism activities within the City such as theatres, art galleries and antique galleries.  | C                | Mid Term              | City           |
| Growth Management | GM.1   | <b>Limit residential growth.</b>   |                  |                       |                |
| Growth Management | GM.1A  | Limit the number of residential permits to moderate the pace of population growth to no more than 1.0 percent to 1.5 percent annually.   | A                | Immediate and Ongoing | City           |
| Growth Management | GM.1B  | Investigate the use of impact fees for new residential development, targeting revenue for the Hudson School District.  | A                | Immediate(*)          | City           |

| Chapter           | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|-------------------|--------|--|------------------|----------------|----------------|
| Growth Management | GM.2   | <b>Implement and create growth management controls.</b>  |                  |                |                |
| Growth Management | GM.2A  | Maintain an overall population buildout target of 28,000 for the City.   | B                | Ongoing        | City           |
| Growth Management | GM.2B  | Moderate the pace of development with the City's ability to bring revenue sources (mainly jobs/income tax) into balance with population growth.  | A                | Short Term     | City           |
| Growth Management | GM.3   | <b>Coordinate land use patterns and City infrastructure with the rate of growth.</b>   |                  |                |                |
| Growth Management | GM.3A  | Coordinate with other governmental bodies and service providers (e.g. school district, water utilities, and park board) to ensure consistency with overall growth management policies. | B                | Ongoing        | City and HSD   |
| Growth Management | GM.3B  | Maintain mixed-use zoning techniques and standards that recognize the changing composition of modern corporate office/industrial parks.  | B                | Ongoing        | City and LDC   |
| Growth Management | GM.3C  | The City should work with the school district and relevant political jurisdictions to address the impact of school enrollment growth.  | A                | Long Term      | City and HSD   |
| Econ. Development | ED.1   | <b>Create a strategic economic development plan/program for sustainable economic development.</b>  |                  |                |                |
| Econ. Development | ED.1A  | Conduct an Economic Development Study, which will lead to the strategic plan.  | A                | Immediate(*)   | City           |
| Econ. Development | ED.1B  | Develop a Strategic Economic Development Plan that is based on the foregoing Economic Development Study and community wide participation.  | A                | Immediate(*)   | City           |
| Econ. Development | ED.1C  | Submit the final product for City Council approval; it will then serve as the action plan for economic development in Hudson.  | A                | Immediate(*)   | City           |
| Econ. Development | ED.1D  | Upon adoption by City Council, the Plan shall be considered an integral part of the City's Comprehensive Plan.   | A                | Short Term(*)  | City           |



| Chapter           | Number | Objective and Strategy   | Recomm. Priority | Recomm. Timing | Responsibility |
|-------------------|--------|--|------------------|----------------|----------------|
| Econ. Development | ED.2   | <b>Create an environment to retain, encourage and attract businesses to Hudson.</b>  |                  |                |                |
| Econ. Development | ED.2A  | Promote the City, foster business relationships, and publicize the advantages of locating and expanding businesses in Hudson.  | A                | Short Term     | City           |
| Econ. Development | ED.2B  | Utilize economic development staff to recruit new businesses and clean industry to Hudson, and to establish and maintain relationships with economic stakeholders on the local, county, regional and state level.        | A                | Short Term     | City           |
| Econ. Development | ED.2C  | Encourage business growth through continued tax incentives within the City's community reinvestment areas and enterprise zones based on the number of jobs, payroll tax, and/or property tax the business will generate. | A                | Short Term     | City           |
| Econ. Development | ED.2D  | Expand the unified and simplified approval process for office, industrial and commercial development, including a fast track option.   | A                | Immediate(*)   | City           |
| Econ. Development | ED.2E  | Work with local agencies and educational institutions to encourage an adequate supply of trained labor and that public transportation is provided to the community.  | C                | Short Term     | City           |
| Econ. Development | ED.2F  | Maintain mixed-use zoning techniques and standards that recognize the changing composition of modern corporate office/industrial parks.  | C                | Short Term     | City           |
| Econ. Development | ED.3   | <b>Relieve the property tax burden and create balanced revenue sources.</b>  |                  |                |                |
| Econ. Development | ED.3A  | Consider increasing the amount of land that is allocated to non-residential uses to allow additional income tax revenues to be generated.  | C                | Ongoing        | City           |
| Econ. Development | ED.3B  | Lower the residential tax burden through new economic development.   | B                | Ongoing        | City           |
| Econ. Development | ED.4   | <b>Promote the economic, social, and cultural strength of the downtown.</b>  |                  |                |                |
| Econ. Development | ED.4A  | Ensure a vibrant downtown business district.   | A                | Short Term     | City           |

| Chapter           | Number | Objective and Strategy  | Recomm. Priority | Recomm. Timing | Responsibility |
|-------------------|--------|---|------------------|----------------|----------------|
| Econ. Development | ED.4B  | Maintain the downtown as a focus for non-industrial economic development.   | B                | Short Term     | City           |
| Econ. Development | ED.5   | <b>Improve the City's infrastructure and transportation network to accommodate future economic development.</b>   |                  |                |                |
| Econ. Development | ED.5A  | Promote competitive City utility rates to attract industrial and commercial development.  | B                | Short Term     | City           |
| Econ. Development | ED.5B  | Guide the location and provide the amount of infrastructure resources to support the goal of generating additional industrial tax revenue.  | A                | Short Term     | City           |
| Econ. Development | ED.5C  | Encourage economic growth by concentrating efforts on expanding services and infrastructure that are reliable and sized to meet industrial and commercial development projections to existing areas and new areas identified for industrial/office development. | B                | Short Term     | City           |
| Econ. Development | ED.5D  | Support the development of well defined access routes to industrial areas.  | B                | Ongoing        | City           |
| Econ. Development | ED.5E  | Promote the development and redevelopment of existing facilities and areas.   | B                | Ongoing        | City           |
| Econ. Development | ED.5F  | Pursue new communication technology to support and attract new business development.  | C                | Short Term     | City           |
| Econ. Development | ED.5G  | Maintain a top rated School District through support of economic development.   | A                | Ongoing        | City, and HSD  |

· Immediate – Implementation begins within one year after adoption (2004).

· Short Term – Implementation begins one to five years after adoption (2004-2008).

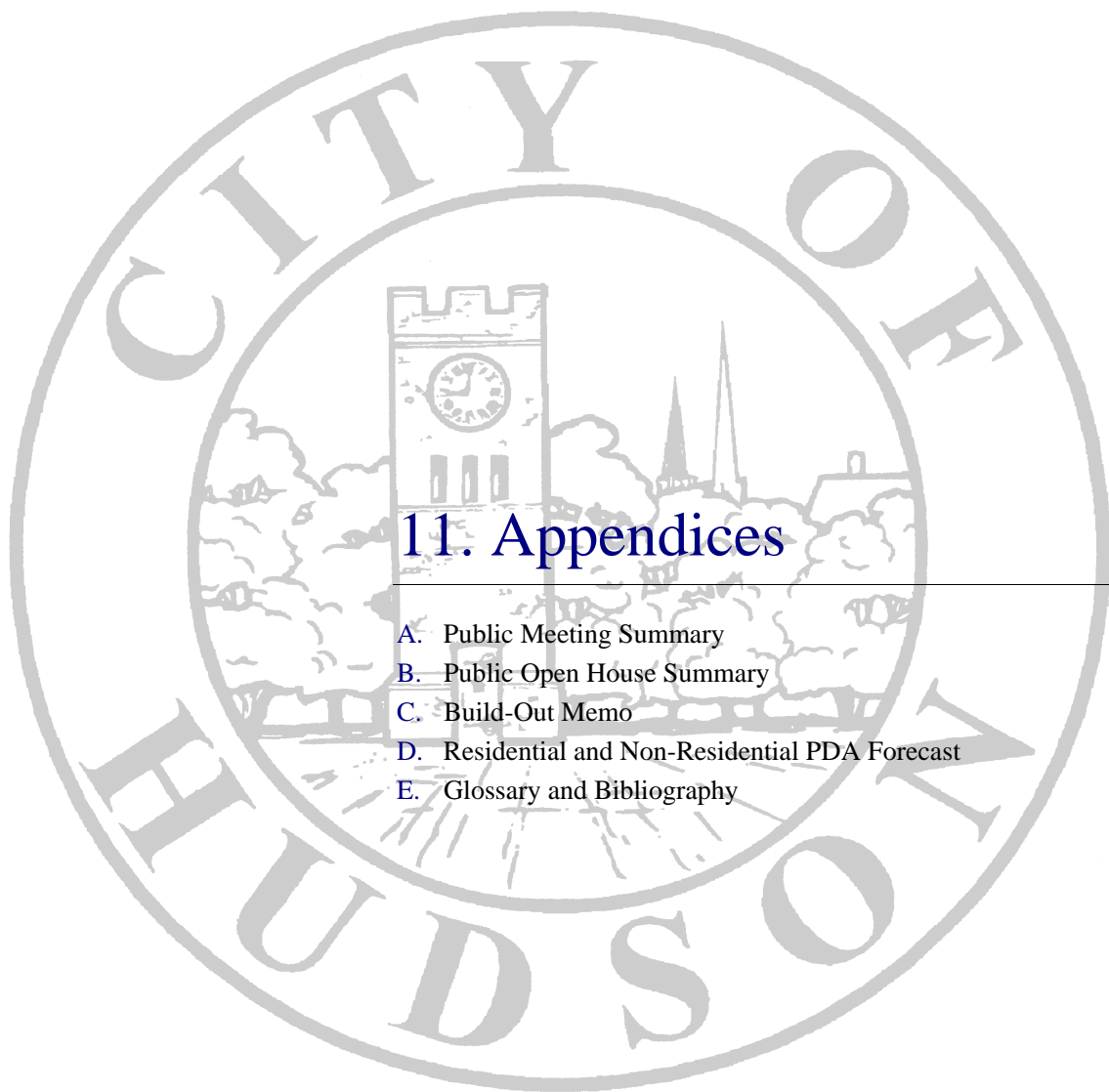
· Mid Term – Implementation begins six to ten years after adoption (2009-2013).

· Long Term – Implementation begins ten to twenty years after adoption (2014-2023).

· Ongoing – Currently in progress and/or to be continued once initiated.

(\*) - Strategy should be initiated and completed within the specified timeframe

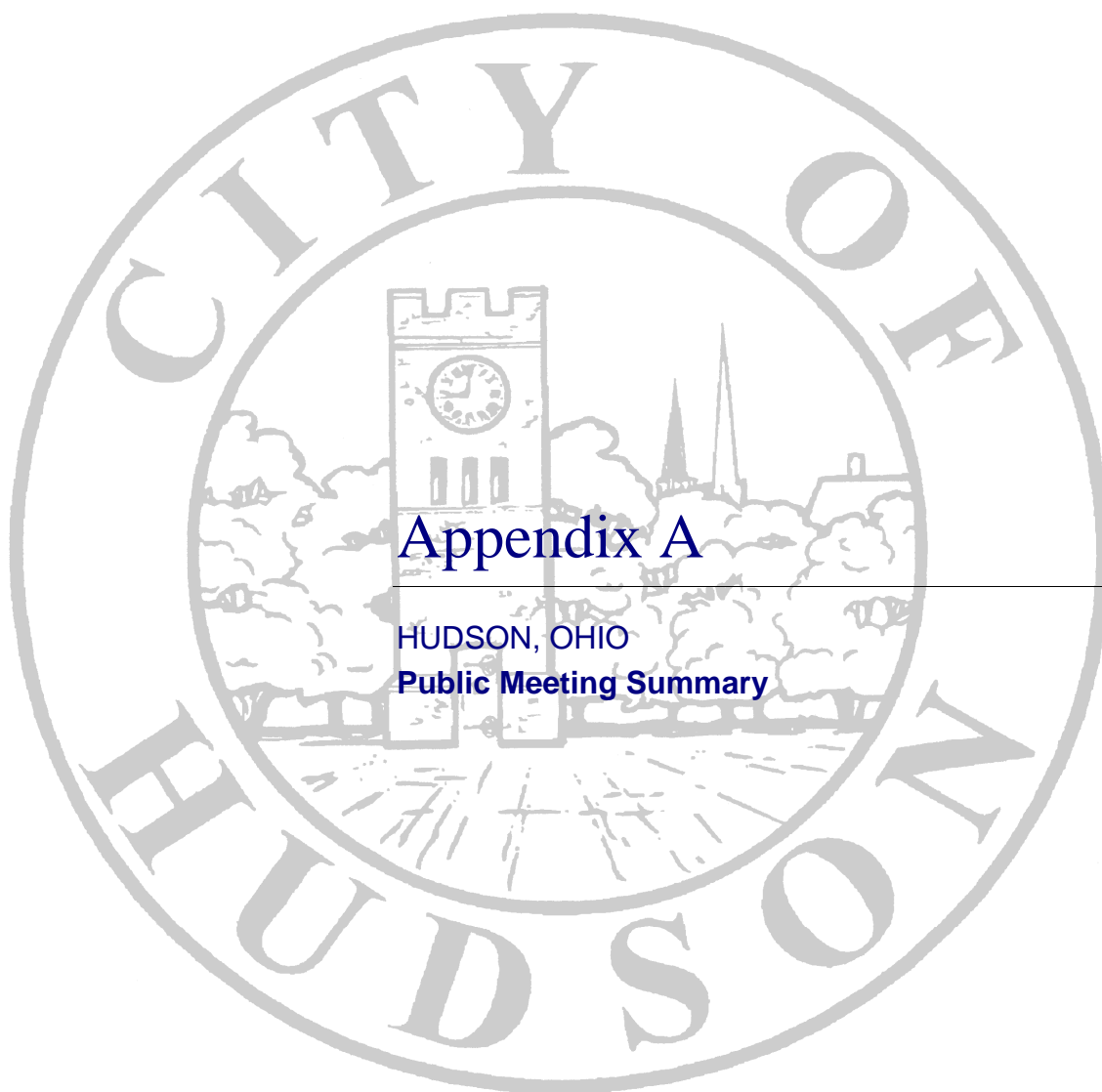
The priority of the strategies is also important to the implementation. The priority is represented by: A – Urgent and Important; B – Important But Not Urgent; and C – Desirable.



## 11. Appendices

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- A. Public Meeting Summary
  - B. Public Open House Summary
  - C. Build-Out Memo
  - D. Residential and Non-Residential PDA Forecast
  - E. Glossary and Bibliography
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## Appendix A

HUDSON, OHIO

**Public Meeting Summary**

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## Appendix A

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### Summary of Meeting:

|     |              |
|-----|--------------|
| 1   | Meeting      |
| 63  | Participants |
| 198 | Ideas        |

### 1. Overview

After weeks of preparation by the Hudson Comprehensive Plan Steering Committee, a public involvement meeting was hosted to assist in the *Hudson Comprehensive Plan Update*. The meeting took place on September 4, 2003 at the Hudson High School.

The purpose of the community meeting was to gather ideas from citizens living and working in the Hudson community. The meeting was divided into three parts. The first was conducted as a general assembly where background information was presented on the *Hudson Comprehensive Plan Update*, along with an overview of the meeting structure. The participants at the meeting were then divided into small groups where trained facilitators guided the citizens through an idea gathering exercise; finally the ideas generated by the group were ranked.

Over 60 citizens, including facilitators, contributed ideas and recommendations for shaping the future of the Hudson community. Table 1 below is a profile of the participation by the Hudson community.

### Meeting Process

Welcome (assembly)  
 Project Background  
 Agenda  
 Small Group  
     ▪ Brainstorming ideas for future  
     ▪ Clarification of ideas  
     ▪ Ranking of Ideas  
     ▪ Discussion



The community worked in small groups with trained facilitators at Hudson High School.

Table 1

| Meeting Participation |              |
|-----------------------|--------------|
| Meeting               | Participants |
| Public Participants   | 56           |
| Facilitators          | 7            |
| <b>Total</b>          | <b>63</b>    |

## 2. Participant Information

The information included in this section was derived from an exit questionnaire provided to each participant. Nearly 75 percent of the participants completed the questionnaire. Consequently, the registration numbers do not correspond to the questionnaire responses. In some cases, not all the participants answered every question, resulting in variations among responses.

There was a small age distribution in the participants who responded to the questionnaire. The largest percentage of attendees were between the 45-65 age group, and the 65 and over age group. Additionally, the 30-44 age group participants had a large number of participants. There were no participants in the younger age groups, which is not consistent with the demographic strata of the Hudson community which has a large number of younger residents. It is important that the ideas of the younger community be represented, and additional idea gathering meetings with these age groups should be considered.

The questionnaire also addressed the length of time respondents have lived in the community, see Table 2 below. As illustrated, 57 percent of the respondents have lived in the community for over 20 years, suggesting that many participants in the *Hudson Comprehensive Plan Update* process are more than likely lifelong residents of the Hudson community. In contrast, 20 percent of the participants have lived in the community 1-10 years. This indicates newer residents are interested in having their ideas heard to shape their community.

Table 2

| Length of Residence                           |           |               |
|---|-----------|---------------|
| For how long have you lived in the Community? | Total     | Percentage    |
| 1-4 years                                     | 2         | 6.0%          |
| 5-10 years                                    | 5         | 14.0%         |
| 11-20 years                                   | 8         | 23.0%         |
| over 20 years                                 | 20        | 57.0%         |
| <b>Total</b>                                  | <b>35</b> | <b>100.0%</b> |

The meeting participants were also asked about employment patterns. Less than one third (29 percent) of the participants work or own a business in the community (Table 3). This is consistent with the land use and economic development patterns making Hudson a “bedroom” community where residents work in the surrounding metropolitan areas of Cleveland and Akron. A further breakdown of business ownership shows that the residents who do work in the community have done so for over 20 years. This relates to the high number of respondents that have lived in the community for over 20 years (57 percent).

Table 3

| <b>Business Ownership</b>   |              |                   |
|---|--------------|-------------------|
| <b>How long have you worked or owned a business in the Community?</b> | <b>Total</b> | <b>Percentage</b> |
| Under 1   | 1            | 6.0%              |
| 1-4 years   | 1            | 6.0%              |
| 5-10 years  | 3            | 19.0%             |
| 11-20 years   | 3            | 19.0%             |
| over 20 years   | 8            | 50.0%             |
| <b>Total</b>  | 16           | 100.0%            |

In the weeks prior to the community meetings, the City used various methods of advertisement to inform the community of the opportunity to share their ideas about Hudson’s future. The table below (Table 4) highlights how the participants heard about the meetings. The newspaper ad and word of mouth appeared to be the most effective way of publicizing the meeting. Hearing about the meetings from different sources is a good indicator of how well the message was delivered. Overall, the publicity efforts proved to be effective, and many participants listed more than one response to how they heard about the meeting.

Table 4

| <b>Methods of Advertisement and Outreach</b> |                        |                   |
|--|------------------------|-------------------|
| <b>How did you hear about the meeting?</b>   | <b>Total Responses</b> | <b>Percentage</b> |
| Mailer                                       | 2                      | 5.00%             |
| Flyer  | 2                      | 5.00%             |
| Friend/Word of Mouth                         | 7                      | 16.00%            |
| Newspaper                                    | 27                     | 64.00%            |
| Public Meetings                              | 4                      | 10.00%            |
| <b>Total*</b>                                | 42                     | 100.00%           |

### 3. Idea Gathering Exercise

Once introductions were made within the small groups, the facilitators assisted the participants in an “imagine the future” exercise. In this exercise the participants were asked to focus on the future by imagining what different aspects of their lives would be like in ten, fifteen, and twenty years into the future. The participants then had the opportunity to share their ideas on what can be done to make the Hudson community the best that it can be in the coming years.

In all, 198 ideas were gathered at the public meeting. A large portion of the ideas dealt with improving upon community facilities such as utilities and city infrastructure, economic development and transportation concerns. Many other ideas focused on preserving the historic character and small town feel of Hudson, creating more parks and recreation opportunities and controlling the population growth of the community. A complete listing of the ideas is available at the City Department of Development.

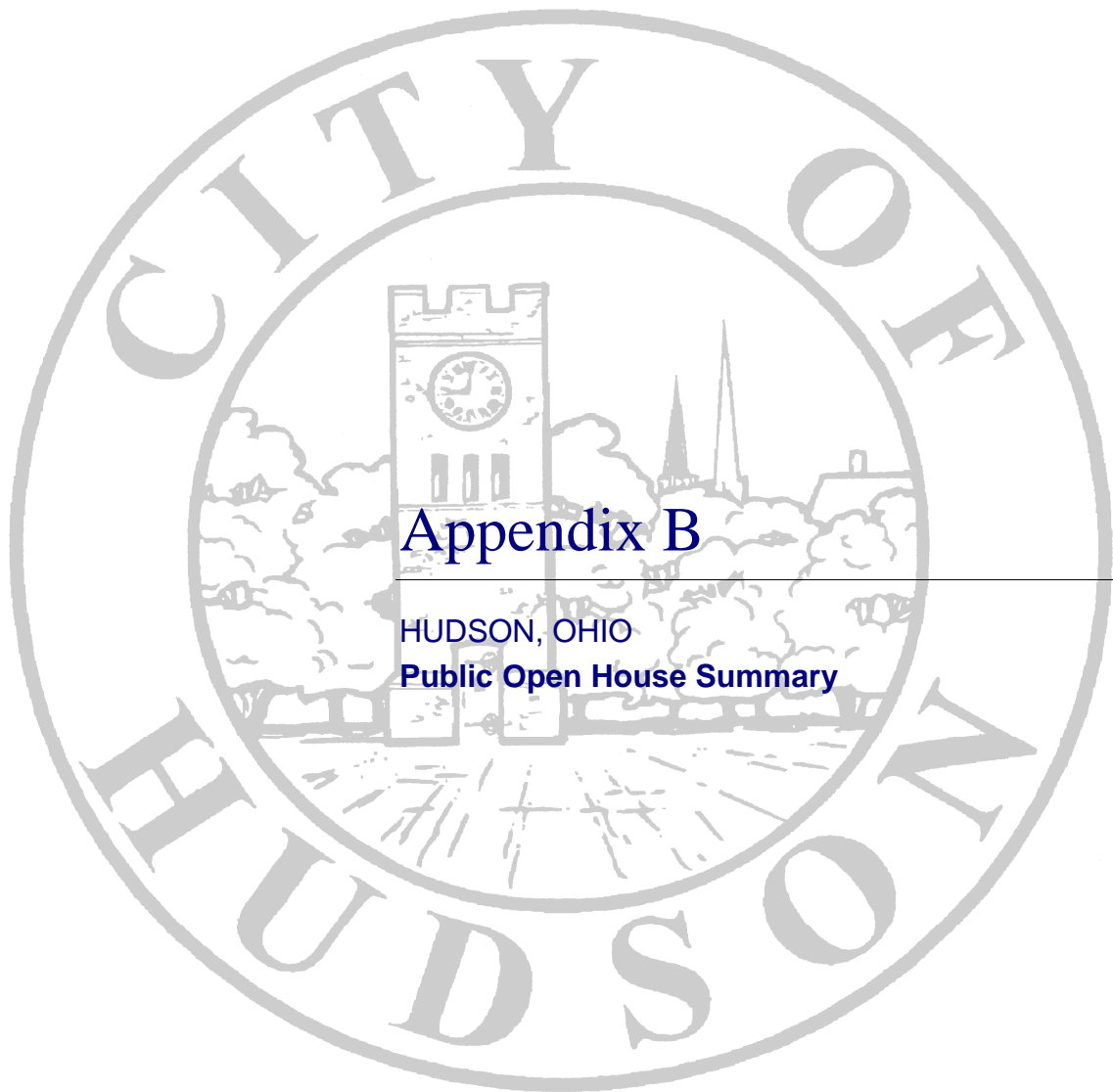


During the Public Meeting 198 ideas were shared by community

### 4. Ranking of Ideas

After all the ideas had been clarified, a ranking of the ideas was conducted with the group by the facilitator. Participants were asked to rank the top five most important ideas generated from the session on a set of 3x5 cards. These ideas were then listed by the facilitator and scored by the group. The results from this exercise are also available at the Department of Development.





## Appendix B

HUDSON, OHIO

**Public Open House Summary**

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## Appendix B

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### **Summary of Meeting:**

100 Participants

### **Open House Process**

- Viewing of PowerPoint
- Reading of chapter posters
- Comments on goals, objectives and strategies

### 1. Overview

The main components of Hudson's Comprehensive Plan are the goals, objectives and strategies. The steering committee spent several weeks reviewing policies from the 1995 Plan and generating ideas to shape new goals, objectives and strategies. In an effort to make the goals, objectives and strategies best meet the needs and desires of the community, a public open house was held on November 13<sup>th</sup>, 2003 from 4 p.m. to 8 p.m. at the Barlow Community Center. The purpose of this meeting was to receive the public's reaction to the statements and offer an opportunity to make additional input and recommendations.

Community members were invited to the open house by the City. The meeting was structured as an open house, and community members flowed in and out of the meeting for a four hour time period between 4 and 8 p.m. Upon arrival, guests viewed a brief PowerPoint presentation explaining the process for updating the comprehensive plan's goals, objectives and strategies. The presentation also explained the participants' role in reviewing the goals, objectives and strategies at the open house. Guests then viewed the goals, objectives and strategies for each chapter of the plan, which were printed in a large poster format and mounted on the walls.

**Economic Development**

Please check the box below for the statement you are commenting on.  
Use additional cards to comment on more than one statement.

☐ General Comment      ☐ Objective ED \_\_\_\_\_

☐ Goal                      ☐ Strategy ED \_\_\_\_\_

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Use reverse side if needed)

Example of a comment card used at the open house.

Participants used a series of comment cards (see image left) to offer suggestions and ideas. On the comment card guests made general comments, or a comment on a specific goal, objective or strategy. After making comments, they filled out an exit questionnaire, which asked for their response to the meeting's structure, and some brief personal profile questions (age, gender, how long they had lived in the community, etc.).

At the meeting over 100 participants, including steering committee members, contributed ideas and recommendations for shaping the future of the Hudson community. Table 1 below is a profile of the participation at both public meetings held as part of the Hudson Comprehensive Plan Update.

Table 1

| Meeting Participation |              |
|-----------------------|--------------|
| Meeting               | Participants |
| Public Meeting        | 63           |
| Public Open House     | 100          |
| <b>Total</b>          | <b>163</b>   |



Residents sharing ideas with City Staff.



Participants filling out comment cards at the open house.

## 2. Participant Information

The information included in this section was derived from the exit questionnaire provided to each participant at the end of the open house. It is estimated that there were approximately 100 participants at the open house, of which forty completed the exit questionnaire.

Outlined in Table 2 is the age distribution of the participants who responded to the questionnaire. As the table suggests, the largest percentage of attendees were in the 30-44 age group and the 45-65 age group. Additionally, there were two participants in the over 65 age group. There were no participants in the younger age groups, which is not consistent with the demographic strata of the Hudson community, which has a large number of younger residents. It is important that the ideas of the younger community be represented, and meetings with these age groups should be considered as part of future planning initiatives.

Table 2

| Age Distribution  |           |            |
|-------------------|-----------|------------|
| What is your age? | Total     | Percentage |
| 18 or under       | 0         | 0          |
| 19-29             | 0         | 0          |
| 30-44             | 11        | 48         |
| 45-65             | 10        | 43         |
| Over 65           | 2         | 9          |
| <b>Total</b>      | <b>23</b> | <b>100</b> |



Residents reviewing maps at the open house.

The exit questionnaire also addressed the length of time respondents have lived in the community as shown in Table 3 below. As illustrated, 35 percent of the respondents have lived in the community for over 20 years, suggesting that many participants in the Hudson comprehensive plan update process were more than likely lifelong residents of the Hudson community. This number is similar to the first public meeting in which 57 percent of the participants indicated they had lived in the community for more than twenty years. In contrast, 26 percent of the participants have lived in the community 1-4 years. This indicates newer residents are interested in having their ideas heard to shape the community, as seen in the first public meeting as well.

Table 3

| <b>Length of Residence</b>                           |              |                   |
|--|--------------|-------------------|
| <b>For how long have you lived in the Community?</b> | <b>Total</b> | <b>Percentage</b> |
| 1-4 years  | 6            | 26                |
| 5-10 years   | 3            | 13                |
| 11-20 years  | 6            | 26                |
| over 20 years  | 8            | 35                |
| <b>Total</b>   | <b>23</b>    | <b>100</b>        |

The meeting participants were also asked about employment patterns. Responses show that 48 percent of the participants work in the community and 52 percent do not work in the community. More people responded to working in Hudson at the open house than the public meeting in which one third (29 percent) of the participants indicated they work in the community. Again this is consistent with the land use and economic development patterns where residents work in the surrounding metropolitan areas of Cleveland and Akron.

In the weeks prior to the open house, the Hudson community Development Department used various methods of advertisement and outreach to inform the community of the opportunity to review the goals, objectives and strategies in the plan. The newspaper ad and word of mouth appeared to be the most effective way of publicizing the meeting, as was the case in the public meeting. Together these two forms of publicity accounted for 87 percent of the participant's responses. Another revealing fact that came out of the exit questionnaire was that one hundred percent of the participants indicated they would like to continue to be involved in the update of the comprehensive plan. This illustrates a deep interest and commitment of the Hudson residents to plan for the needs of future generations, and keep Hudson as a great place to live, work and play.



Participants reading and filing out comment cards on the objectives and strategies from the Plan.

### 3. Comment Cards

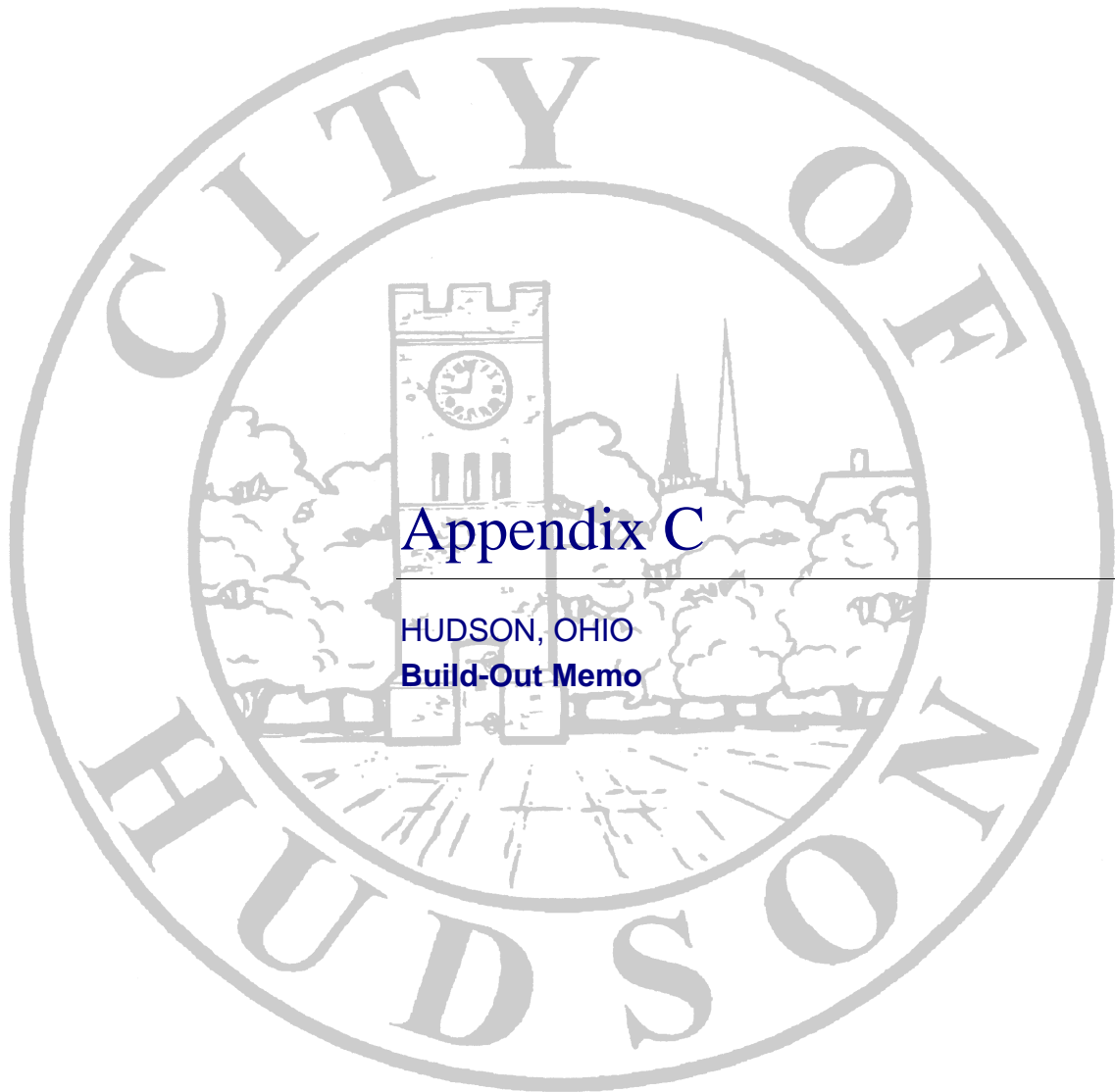
As indicated in the overview, the focus of the open house was to get feedback from the public concerning the goals, objectives and strategies of the plan. The public recommendations were received and incorporated into the plan during the revision process. The complete list of recommendations is available at the City Department of Development.

The recommendations from the public addressed each chapter. There were 41 suggestions made to the transportation component, 26 to economic development, 24 to land use, 19 to environment, recreation and open space, 14 to downtown and historic core and 10 to community facilities.

The focus of the comments on the transportation component revolved around Strategy 1I. Participants indicated a strong desire to prevent the interchange at Stow Road and I-480 from being constructed.

The highlight of the comments made on the land use component was focused on Strategy 7A. This strategy discusses the potential for new development in District 9. The participants had mixed opinions on this strategy. A number of residents considered new economic activity to be a positive impetus for new revenues and resident amenities. Other residents were concerned about the problems associated with large development projects taking away business from the downtown, polluting the landscape and threatening community character.

The environment, recreation and open space component was another element that received major input from the public. The focus of the comments on this chapter was with Strategy 3B. There was a strong desire among residents to build a recreation center. However, there was concern regarding the correct location for this structure. Some people thought that the Village South location may not be the best site for building the recreation center. The location for the recreation center will require additional review and community input.



## Appendix C

HUDSON, OHIO  
**Build-Out Memo**

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## Department of Community Development

46 Ravenna Street, Suite D-3

(330) 342-1790 • (330) 656-1753 • Fax (330) 342-1880

# MEMORANDUM

**DATE:** August 7, 2003

**TO:** Comprehensive Plan Committee

**FROM:** Thomas King, Community Development Director

**SUBJECT: Build-Out Forecast for Hudson**

This memo is to accompany and explain two forecasts which staff has discussed with the Committee. The forecasts look to the future situation when vacant land is all developed, or built-out in the community. One forecast is the eventual Hudson population resulting from projected residential development and, the second a forecast of building floor area and jobs resulting from non-residential development. Methodology for each of the forecasts is explained in the "Notes" section at the end of each forecast and, in more detail, in a separate methodology.

### Residential Forecast

The forecast begins with 2,054 acres of vacant land as of 2001 in 164 Planned Development Areas. Land area constrained by wetlands and flood plains was subtracted as well as deductions for street area, and public open space dedication. Therefore, net density of the Land Development Code was applied to each zoning district. Vacant lots within existing subdivisions were added as future home sites and the result of potential new subdivisions and existing vacant lots is that an additional 2,052 dwellings would be built with the existing vacant land in Hudson. Those additional dwellings multiplied by the median household size of 3.01 persons per household (2000 Census) means an additional 6,161 persons could be expected to reside in Hudson. With 7,640 dwellings in Hudson as of April, 2000 and a population of 22,439 persons, build-out of the community will result in 9,690 dwellings and a population of 28,600 persons.

Staff had raised the prospect of also including, in the forecast, lots with an existing dwelling which have the potential to be redeveloped or further subdivided. Staff considered including such land, but opted not to do so. A practical reason is that no objective way was found to include likely lot splits (small house on the edge of a large property vs. large estate with a large home near the property center). More importantly, such inclusion would, in staff's opinion, overstate build-out in the short term. In other words, all vacant land is not going to be built with homes at the maximum density, and some land may not be developed for many decades. Also, home buyers sometimes buy and landscape, as part of their yards, on extra lot. Further, agricultural land was included as vacant land and, hopefully, some of Hudson's large agriculturally used land will remain. All these factors should reduce the population estimate within a 15-20 year time frame when a true and full build-out would consider these factors and redevelopment could extend 40-50 years. Further adjustments could include forecasting higher density dwellings than single family detached, i.e. attached single family and town homes, which can be developed in Districts 3 and 4. However, a fair number of subdivisions occur at less than the allowed

density. Given all the possible off-sets in determining build-out for forecasting and public policy purposes, the staff recommends the approach used.

The table shows the additional dwellings and population that would result if development were allowed in spite of wetlands and environmental constraints, and gross density was used instead of a net density calculation. The build-out population would be 30,500 residents given no reduction for constraints or factors to net from gross density.

### **Non-Residential Forecast**

Vacant land, within the non-residential zoning districts 6, 7, 8, 9 and 10, was identified as Potential Development Areas. (District 5 had virtually no vacant land). The holding capacity of the 1,589 acres of existing vacant land, deducting for environmentally constrained land of wetlands, flood plains and steep slopes results in 1,157 developable acres. Using the same methodology used in 1995, those 1,157 acres could be built to contain 14.9 million square feet of office and industrial floor area and 13,500 employees.

Staff used a different methodology which first discounted the amount of developable land either 50% (retail) or 25% (office and industrial) due to functional inefficiency, such as land isolated by wetlands and irregularly shaped lots. Then staff applied more conservative floor area ratios than used in the 1995 plan to estimate building area constructed per acre of land. Finally, staff applied employee to building floor area ratios typically used for parking and transportation estimates and which, in our opinion, are more standard factors than those used in 1995. The forecast using the revised methodology on the 1157 vacant land acres would result in 9.1 million square feet of office and industrial building floor area and add 19,200 jobs upon full development. Hudson in 2002 had 14,400 employees (full and part time) so the estimated employment at build-out would be 33,600 jobs.

### **Findings**

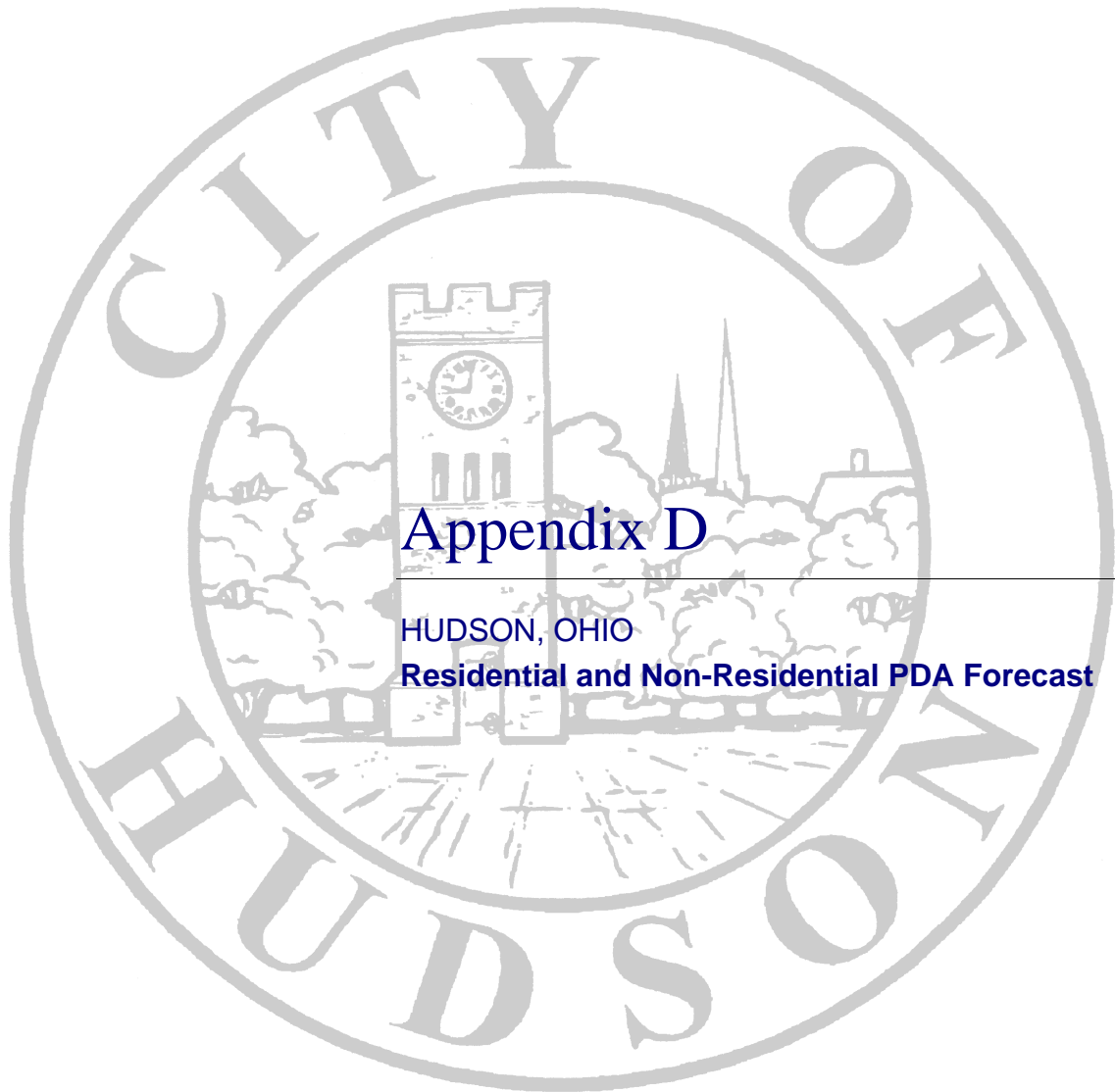
1. Based on the residential forecast, Hudson is at 72% of build-out or its eventual population of 28,600 persons.
2. Based on the employment forecast, Hudson is at 44% of its eventual workforce total of 33,600 persons. (Staff is in the process of obtaining information on the total non-residential building space present in the City for a similar comparison.)
3. In 2002, residential and agricultural property tax valuation was \$593,502,420 and property tax valuation of non-residential commercial property, public utilities and personal tangible property totaled \$157,275,649.

This table projects the impact of build-out on relative tax valuations.



Table

| PROPERTY TAX VALUATION              |                      |             |                           |                           |             |
|-------------------------------------|----------------------|-------------|---------------------------|---------------------------|-------------|
|                                     | 2002                 | Percentage  | Forecast<br>% of Buildout | Valuation of<br>Build-out | Percentage  |
| Residential/Agricultural            | \$593,502,420        | 79%         | 72                        | \$824,308,917             | 70%         |
| Commercial/Utilities/Personal Prop. | \$157,275,649        | 21%         | 44                        | \$357,444,657             | 30%         |
| <b>Total</b>                        | <b>\$750,778,069</b> | <b>100%</b> |                           | <b>\$1,181,753,573</b>    | <b>100%</b> |



## Appendix D

HUDSON, OHIO

**Residential and Non-Residential PDA Forecast**

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# NON-RESIDENTIAL LAND USES

REVISED METHODOLOGY

8/8/03

| BUILDOUT PROJECTION |                 |          |      |            |               |          | HOLDING CAPACITY PROJECTION |                          |                   |                   |          |
|---------------------|-----------------|----------|------|------------|---------------|----------|-----------------------------|--------------------------|-------------------|-------------------|----------|
| PDA                 | Zoning District | PDA Size | FAR  | Job Factor | Building SqFt | New Jobs | Constrained Land (Acres)    | Developable Land (Acres) | Efficiency Factor | Net Building SqFt | New Jobs |
| 1                   | District 10     | 45.19    | 0.20 | 17         | 393,666       | 768      | 26.81                       | 18.17                    | 0.50              | 79,127            | 309      |
| 2                   | District 10     | 12.27    | 0.20 | 17         | 106,862       | 209      | 0.00                        | 12.26                    | 0.50              | 53,421            | 208      |
| 3                   | District 10     | 32.14    | 0.20 | 17         | 280,017       | 546      | 14.13                       | 17.64                    | 0.50              | 76,829            | 300      |
| 4                   | District 6      | 44.36    | 0.25 | 8          | 483,089       | 355      | 26.68                       | 15.55                    | 0.75              | 127,004           | 124      |
| 5                   | District 6      | 27.23    | 0.25 | 8          | 296,558       | 218      | 2.44                        | 24.28                    | 0.75              | 198,285           | 194      |
| 6                   | District 6      | 240.31   | 0.25 | 8          | 2,616,924     | 1,922    | 51.44                       | 153.13                   | 0.75              | 1,250,729         | 1,225    |
| 7                   | District 6      | 19.95    | 0.25 | 33         | 217,219       | 658      | 0.19                        | 19.76                    | 0.75              | 161,386           | 652      |
| 8                   | District 7OLay  | 8.03     | 0.25 | 33         | 87,489        | 265      | 0.00                        | 8.03                     | 0.75              | 65,617            | 265      |
| 9                   | District 8      | 227.14   | 0.25 | 8          | 2,473,598     | 1,817    | 34.18                       | 164.29                   | 0.75              | 1,341,853         | 1,314    |
| 10                  | District 8      | 16.82    | 0.25 | 33         | 183,157       | 555      | 1.22                        | 13.88                    | 0.75              | 113,345           | 458      |
| 11                  | District 8      | 93.89    | 0.25 | 33         | 1,022,460     | 3,098    | 18.62                       | 64.54                    | 0.75              | 527,155           | 2,130    |
| 12                  | District 8      | 102.76   | 0.25 | 8          | 1,119,102     | 822      | 24.37                       | 70.67                    | 0.75              | 577,230           | 565      |
| 13                  | District 8      | 10.52    | 0.25 | 33         | 114,611       | 347      | 0.07                        | 10.46                    | 0.75              | 85,414            | 345      |
| 14                  | District 8      | 11.34    | 0.25 | 33         | 123,498       | 374      | 0.00                        | 11.34                    | 0.75              | 92,624            | 374      |
| 15                  | District 8      | 35.39    | 0.25 | 33         | 385,363       | 1,168    | 1.90                        | 31.92                    | 0.75              | 260,739           | 1,053    |
| 16                  | District 8      | 0.79     | 0.25 | 33         | 8,634         | 26       | 0.00                        | 0.79                     | 0.75              | 6,475             | 26       |
| 17                  | District 8      | 8.52     | 0.25 | 33         | 92,785        | 281      | 0.11                        | 8.41                     | 0.75              | 68,670            | 277      |
| 18                  | District 8      | 21.63    | 0.25 | 33         | 235,573       | 714      | 0.47                        | 21.16                    | 0.75              | 172,829           | 698      |
| 19                  | District 8      | 41.46    | 0.25 | 33         | 451,511       | 1,368    | 0.98                        | 40.48                    | 0.75              | 330,641           | 1,336    |
| 20                  | District 8      | 10.09    | 0.25 | 33         | 109,918       | 333      | 0.14                        | 9.96                     | 0.75              | 81,328            | 329      |
| 21                  | District 9      | 12.81    | 0.20 | 17         | 111,629       | 218      | 0.00                        | 12.81                    | 0.50              | 55,815            | 218      |
| 22                  | District 9      | 2.14     | 0.20 | 17         | 18,672        | 36       | 0.00                        | 2.14                     | 0.50              | 9,336             | 36       |
| 23                  | District 8      | 12.52    | 0.25 | 8          | 136,390       | 100      | 0.46                        | 11.88                    | 0.75              | 97,000            | 95       |
| 24                  | District 8      | 12.63    | 0.25 | 8          | 137,496       | 101      | 0.02                        | 12.45                    | 0.75              | 101,667           | 100      |
| 25                  | District 8      | 36.97    | 0.25 | 8          | 402,633       | 296      | 1.71                        | 34.43                    | 0.75              | 281,229           | 275      |
| 26                  | District 8      | 10.32    | 0.25 | 8          | 112,339       | 83       | 0.00                        | 10.32                    | 0.75              | 84,254            | 83       |
| 27                  | District 8      | 11.69    | 0.25 | 8          | 127,352       | 94       | 0.00                        | 11.69                    | 0.75              | 95,514            | 94       |
| 28                  | District 8      | 6.70     | 0.25 | 8          | 72,996        | 54       | 0.00                        | 6.70                     | 0.75              | 54,747            | 54       |
| 29                  | District 8      | 77.19    | 0.25 | 33         | 840,567       | 2,547    | 3.30                        | 69.05                    | 0.75              | 563,933           | 2,279    |
| 30                  | District 8      | 44.96    | 0.25 | 33         | 489,564       | 1,484    | 5.21                        | 35.38                    | 0.75              | 288,977           | 1,168    |
| 31                  | District 8      | 116.63   | 0.25 | 8          | 1,270,143     | 933      | 35.29                       | 77.41                    | 0.75              | 632,270           | 619      |
| 32                  | District 8      | 144.94   | 0.25 | 8          | 1,578,451     | 1,160    | 26.34                       | 102.09                   | 0.75              | 833,835           | 817      |
| 33                  | District 8      | 58.01    | 0.25 | 33         | 631,679       | 1,914    | 28.79                       | 23.65                    | 0.75              | 193,149           | 780      |
| 34                  | District 8      | 12.46    | 0.25 | 8          | 135,688       | 100      | 0.13                        | 12.33                    | 0.75              | 100,733           | 99       |

|     |                 | BUILDOUT PROJECTION |      |            |               |          | HOLDING CAPACITY PROJECTION |                          |                   |                   |          | 2 |
|-----|-----------------|---------------------|------|------------|---------------|----------|-----------------------------|--------------------------|-------------------|-------------------|----------|---|
| PDA | Zoning District | PDA Size            | FAR  | Job Factor | Building SqFt | New Jobs | Constrained Land (Acres)    | Developable Land (Acres) | Efficiency Factor | Net Building SqFt | New Jobs |   |
| 35  | District 9      | 1.29                | 0.20 | 17         | 11,264        | 22       | 0.00                        | 1.29                     | 0.50              | 5,632             | 22       |   |
| 36  | District 9      | 7.43                | 0.20 | 17         | 64,727        | 126      | 0.00                        | 7.43                     | 0.50              | 32,363            | 126      |   |
| 37  | District 8      | 1.90                | 0.25 | 33         | 20,663        | 63       | 0.11                        | 1.51                     | 0.75              | 12,319            | 50       |   |
| 38  | District 9      | 8.67                | 0.20 | 17         | 75,566        | 147      | 0.00                        | 8.67                     | 0.50              | 37,783            | 147      |   |
|     |                 |                     |      |            |               |          |                             |                          |                   |                   |          |   |
|     |                 | 1589.11             |      |            |               | 25,323   | 305.10                      | 1157.98                  | 9,151,257         |                   | 19,246   |   |

By Land Use Type

|  |           |        |
|--|-----------|--------|
| New Retail Development Districts 9 and 10<br>PDA's 1,2,3,21,22,35,36,38.                       | 350,305   | 1,367  |
| New Office Development District 8<br>PDA's 7,8,10,11,13,14,15,16,17,18,19,20,29,30,33, and 37. | 3,024,600 | 12,221 |
| New Industrial Development<br>PDA's 4,5,6,9,12,23,24,25,26,27,28,31,32, and 34.                | 5,776,352 | 5,658  |

Notes

1. Constrained Land Area is the total of wetlands, floodplains, and steep slopes over 12 % of grade.
2. An Efficiency Factor was established at 50% for retail development and 75% for office and industrial development to take in account irregular shaped lots, required maximums for impervious coverage and landscaping to yield effective area for layout of development.
3. Floor Area Ratios were applied based on accepted principles for 20% for retail floor area, 25% for office or industrial floor area of the lot area total to determine projected Building Sq Ft.
4. Jobs per square foot of building area were estimated using the following ratios:  
1 job/ 250 SQ FT of retail building  
1 job/ 250 SQ FT of office building  
1 job/ 1000 SQ FT of industrial building
5. To equate the results of the above estimates to the jobs per acre calculations the following illustrates:

|                   | 1 Acre | Eff Factor | FAR  | Bldg Sq Ft | Jobs/ Sq Ft Floor Area | 2003 Estimate JOBS PER ACRE | 1995 Comp Plan |
|-------------------|--------|------------|------|------------|------------------------|-----------------------------|----------------|
| <b>Retail</b>     | 43560  | 0.5        | 0.2  | 4356       | 0.004 (1/250)          | = 17                        | 9.8            |
| <b>Office</b>     | 43560  | 0.75       | 0.25 | 8167.5     | 0.004 (1/250)          | = 33                        | 11.8           |
| <b>Industrial</b> | 43560  | 0.75       | 0.25 | 8167.5     | 0.001 (1/1000)         | = 8                         | 11.8           |

| RESIDENTIAL LAND USE FORECAST 8/03 |          |                 |                  |                |                      |                             |                       |                      |                      |
|------------------------------------|----------|-----------------|------------------|----------------|----------------------|-----------------------------|-----------------------|----------------------|----------------------|
| Buildout Projection                |          |                 |                  |                |                      | Holding Capacity Projection |                       |                      |                      |
| PDA                                | PDA Size | Existing Zoning | Minimum Lot Area | Dwelling Units | Potential Population | Constrained Land Area (Ac)  | Developable Land (Ac) | Dwelling Units (Net) | Potential Pop. (Net) |
| 1                                  | 4.50     | District 1      | 20,000           | 10             | 29                   | 0.00                        | 3.82                  | 7                    | 21                   |
| 2                                  | 17.62    | District 1      | 20,000           | 38             | 116                  | 1.13                        | 14.01                 | 27                   | 81                   |
| 3                                  | 0.65     | District 1      | 20,000           | 1              | 4                    | 0.00                        | 0.56                  | 1                    | 3                    |
| 4                                  | 10.12    | District 1      | 20,000           | 22             | 66                   | 1.22                        | 7.56                  | 14                   | 42                   |
| 5                                  | 1.38     | District 1      | 20,000           | 3              | 9                    | 0.40                        | 0.83                  | 1                    | 3                    |
| 6                                  | 9.98     | District 2      | 108,900          | 4              | 12                   | 1.03                        | 7.60                  | 3                    | 9                    |
| 7                                  | 1.41     | District 2      | 108,900          | 1              | 2                    | 0.03                        | 1.16                  | 1                    | 3                    |
| 8                                  | 97.37    | District 2      | 108,900          | 39             | 117                  | 4.13                        | 79.25                 | 31                   | 93                   |
| 9                                  | 18.44    | District 2      | 108,900          | 7              | 22                   | 0.61                        | 15.15                 | 6                    | 18                   |
| 10                                 | 2.98     | District 2      | 108,900          | 1              | 4                    | 0.00                        | 2.53                  | 1                    | 3                    |
| 11                                 | 4.07     | District 2      | 108,900          | 2              | 5                    | 0.10                        | 3.37                  | 1                    | 3                    |
| 12                                 | 4.63     | District 1      | 20,000           | 10             | 30                   | 0.00                        | 3.94                  | 7                    | 21                   |
| 13                                 | 3.28     | District 2      | 108,900          | 1              | 4                    | 0.18                        | 2.63                  | 1                    | 3                    |
| 14                                 | 5.09     | District 2      | 108,900          | 2              | 6                    | 0.63                        | 3.79                  | 1                    | 3                    |
| 15                                 | 1.77     | District 2      | 108,900          | 1              | 2                    | 0.00                        | 1.50                  | 1                    | 3                    |
| 16                                 | 2.53     | District 2      | 108,900          | 1              | 3                    | 0.00                        | 2.15                  | 1                    | 3                    |
| 17                                 | 9.99     | District 2      | 108,900          | 4              | 12                   | 0.15                        | 8.36                  | 3                    | 9                    |
| 18                                 | 2.07     | District 2      | 108,900          | 1              | 2                    | 0.01                        | 1.75                  | 1                    | 3                    |
| 19                                 | 1.92     | District 1      | 20,000           | 4              | 13                   | 0.00                        | 1.63                  | 3                    | 9                    |
| 20                                 | 2.22     | District 1      | 20,000           | 5              | 15                   | 0.05                        | 1.84                  | 3                    | 9                    |
| 21                                 | 0.78     | District 1      | 20,000           | 2              | 5                    | 0.06                        | 0.61                  | 1                    | 3                    |
| 22                                 | 1.90     | District 2      | 108,900          | 1              | 2                    | 0.03                        | 1.59                  | 1                    | 3                    |
| 23                                 | 0.88     | District 2      | 108,900          | 0              | 1                    | 0.00                        | 0.74                  | 1                    | 3                    |
| 24                                 | 2.04     | District 2      | 108,900          | 1              | 2                    | 0.00                        | 1.73                  | 1                    | 3                    |
| 25                                 | 2.45     | District 2      | 108,900          | 1              | 3                    | 0.20                        | 1.91                  | 1                    | 3                    |
| 26                                 | 5.96     | District 2      | 108,900          | 2              | 7                    | 0.10                        | 4.98                  | 1                    | 3                    |
| 27                                 | 2.91     | District 2      | 108,900          | 1              | 4                    | 0.38                        | 2.15                  | 1                    | 3                    |
| 28                                 | 1.02     | District 1      | 20,000           | 2              | 7                    | 0.00                        | 0.87                  | 1                    | 3                    |
| 29                                 | 4.90     | District 1      | 20,000           | 11             | 32                   | 0.01                        | 4.16                  | 8                    | 24                   |
| 30                                 | 1.83     | District 1      | 20,000           | 4              | 12                   | 0.06                        | 1.50                  | 2                    | 6                    |
| 31                                 | 0.58     | District 1      | 20,000           | 1              | 4                    | 0.00                        | 0.49                  | 1                    | 3                    |
| 32                                 | 1.17     | District 1      | 20,000           | 3              | 8                    | 0.19                        | 0.83                  | 1                    | 3                    |
| 33                                 | 0.57     | District 1      | 20,000           | 1              | 4                    | 0.00                        | 0.49                  | 1                    | 3                    |
| 34                                 | 0.28     | District 1      | 20,000           | 1              | 2                    | 0.00                        | 0.24                  | 0                    | 0                    |
| 35                                 | 2.96     | District 1      | 20,000           | 6              | 19                   | 0.00                        | 2.51                  | 4                    | 12                   |

| Buildout Projection |          |                 |                  |                |                      | Holding Capacity Projection |                       |                      |                      |
|---------------------|----------|-----------------|------------------|----------------|----------------------|-----------------------------|-----------------------|----------------------|----------------------|
| PDA                 | PDA Size | Existing Zoning | Minimum Lot Area | Dwelling Units | Potential Population | Constrained Land Area (Ac)  | Developable Land (Ac) | Dwelling Units (Net) | Potential Pop. (Net) |
| 36                  | 1.54     | District 1      | 20,000           | 3              | 10                   | 0.00                        | 1.31                  | 2                    | 6                    |
| 37                  | 1.90     | District 1      | 20,000           | 4              | 12                   | 0.00                        | 1.62                  | 3                    | 9                    |
| 38                  | 0.80     | District 1      | 20,000           | 2              | 5                    | 0.00                        | 0.68                  | 1                    | 3                    |
| 39                  | 0.99     | District 1      | 20,000           | 2              | 6                    | 0.00                        | 0.84                  | 1                    | 3                    |
| 40                  | 1.00     | District 1      | 20,000           | 2              | 7                    | 0.00                        | 0.85                  | 1                    | 3                    |
| 41                  | 12.16    | District 1      | 20,000           | 26             | 80                   | 0.00                        | 10.34                 | 20                   | 60                   |
| 42                  | 6.13     | District 1      | 20,000           | 13             | 40                   | 0.31                        | 4.95                  | 9                    | 27                   |
| 43                  | 1.32     | District 1      | 20,000           | 3              | 9                    | 0.02                        | 1.11                  | 2                    | 6                    |
| 44                  | 1.00     | District 1      | 20,000           | 2              | 7                    | 0.00                        | 0.85                  | 1                    | 3                    |
| 45                  | 34.97    | District 1      | 20,000           | 76             | 229                  | 0.00                        | 29.73                 | 57                   | 172                  |
| 46                  | 18.16    | District 2      | 108,900          | 7              | 22                   | 0.00                        | 15.44                 | 6                    | 18                   |
| 47                  | 3.22     | District 1      | 20,000           | 7              | 21                   | 0.08                        | 2.67                  | 5                    | 15                   |
| 48                  | 1.73     | District 1      | 20,000           | 4              | 11                   | 0.03                        | 1.44                  | 2                    | 6                    |
| 49                  | 1.42     | District 1      | 20,000           | 3              | 9                    | 0.00                        | 1.21                  | 2                    | 6                    |
| 50                  | 3.33     | District 1      | 20,000           | 7              | 22                   | 0.00                        | 2.83                  | 5                    | 15                   |
| 51                  | 1.77     | District 1      | 20,000           | 4              | 12                   | 0.00                        | 1.50                  | 2                    | 6                    |
| 52                  | 0.43     | District 1      | 20,000           | 1              | 3                    | 0.00                        | 0.36                  | 1                    | 3                    |
| 53                  | 0.73     | District 1      | 20,000           | 2              | 5                    | 0.00                        | 0.62                  | 1                    | 3                    |
| 54                  | 13.24    | District 1      | 20,000           | 29             | 87                   | 0.00                        | 11.25                 | 21                   | 63                   |
| 55                  | 12.62    | District 2      | 108,900          | 5              | 15                   | 8.98                        | 3.09                  | 1                    | 3                    |
| 56                  | 91.48    | District 2      | 108,900          | 37             | 110                  | 46.27                       | 38.43                 | 15                   | 45                   |
| 57                  | 10.11    | District 3      | 16,000           | 28             | 83                   | 3.37                        | 5.73                  | 13                   | 39                   |
| 58                  | 5.29     | District 3      | 16,000           | 14             | 43                   | 4.24                        | 0.89                  | 2                    | 6                    |
| 59                  | 4.95     | District 1      | 20,000           | 11             | 32                   | 0.00                        | 4.21                  | 8                    | 24                   |
| 60                  | 142.95   | District 2      | 108,900          | 57             | 172                  | 51.32                       | 77.88                 | 31                   | 93                   |
| 61                  | 16.14    | District 3      | 16,000           | 44             | 132                  | 0.00                        | 13.72                 | 31                   | 93                   |
| 62                  | 43.38    | District 2      | 108,900          | 17             | 52                   | 32.40                       | 9.34                  | 3                    | 9                    |
| 63                  | 1.43     | District 3      | 16,000           | 4              | 12                   | 0.00                        | 1.21                  | 2                    | 6                    |
| 64                  | 8.09     | District 3      | 16,000           | 22             | 66                   | 0.00                        | 6.88                  | 16                   | 48                   |
| 65                  | 1.00     | District 3      | 16,000           | 3              | 8                    | 0.02                        | 0.83                  | 1                    | 3                    |
| 66                  | 0.96     | District 3      | 16,000           | 3              | 8                    | 0.07                        | 0.76                  | 1                    | 3                    |
| 67                  | 1.13     | District 3      | 16,000           | 3              | 9                    | 0.46                        | 0.57                  | 1                    | 3                    |
| 68                  | 1.30     | District 3      | 16,000           | 4              | 11                   | 0.91                        | 0.34                  | 1                    | 3                    |
| 69                  | 24.48    | District 3      | 16,000           | 67             | 201                  | 0.18                        | 20.66                 | 48                   | 144                  |
| 70                  | 0.89     | District 3      | 16,000           | 2              | 7                    | 0.02                        | 0.74                  | 1                    | 3                    |
| 71                  | 0.25     | District 4      | 6,000            | 2              | 5                    | 0.00                        | 0.21                  | 1                    | 3                    |
| 72                  | 15.39    | District 4      | 6,000            | 112            | 336                  | 1.81                        | 11.54                 | 62                   | 187                  |

| Buildout Projection |          |                 |                  |                |                      | Holding Capacity Projection |                       |                      |                      |
|---------------------|----------|-----------------|------------------|----------------|----------------------|-----------------------------|-----------------------|----------------------|----------------------|
| PDA                 | PDA Size | Existing Zoning | Minimum Lot Area | Dwelling Units | Potential Population | Constrained Land Area (Ac)  | Developable Land (Ac) | Dwelling Units (Net) | Potential Pop. (Net) |
| 73                  | 0.45     | District 4      | 6,000            | 3              | 10                   | 0.00                        | 0.38                  | 2                    | 6                    |
| 74                  | 1.01     | District 4      | 6,000            | 7              | 22                   | 0.00                        | 0.86                  | 4                    | 12                   |
| 75                  | 42.65    | District 3      | 16,000           | 116            | 349                  | 1.85                        | 34.68                 | 80                   | 241                  |
| 76                  | 3.49     | District 3      | 16,000           | 9              | 29                   | 0.00                        | 2.96                  | 6                    | 18                   |
| 77                  | 1.63     | District 3      | 16,000           | 4              | 13                   | 0.00                        | 1.39                  | 3                    | 9                    |
| 78                  | 1.64     | District 3      | 16,000           | 4              | 13                   | 0.00                        | 1.39                  | 3                    | 9                    |
| 79                  | 1.65     | District 3      | 16,000           | 4              | 14                   | 0.00                        | 1.40                  | 3                    | 9                    |
| 80                  | 3.22     | District 3      | 16,000           | 9              | 26                   | 0.00                        | 2.74                  | 6                    | 18                   |
| 81                  | 1.40     | District 3      | 16,000           | 4              | 11                   | 0.00                        | 1.19                  | 2                    | 6                    |
| 82                  | 72.84    | District 3      | 16,000           | 198            | 597                  | 2.36                        | 59.90                 | 139                  | 418                  |
| 83                  | 0.65     | District 3      | 16,000           | 2              | 5                    | 0.00                        | 0.55                  | 1                    | 3                    |
| 84                  | 0.17     | District 4      | 6,000            | 1              | 4                    | 0.00                        | 0.15                  | 0                    | 0                    |
| 85                  | 0.26     | District 4      | 6,000            | 2              | 6                    | 0.00                        | 0.22                  | 1                    | 3                    |
| 86                  | 0.43     | District 4      | 6,000            | 3              | 9                    | 0.00                        | 0.37                  | 3                    | 9                    |
| 87                  | 2.40     | District 3      | 16,000           | 7              | 20                   | 0.00                        | 2.04                  | 4                    | 12                   |
| 88                  | 0.75     | District 3      | 16,000           | 2              | 6                    | 0.00                        | 0.64                  | 1                    | 3                    |
| 89                  | 1.98     | District 3      | 16,000           | 5              | 16                   | 0.00                        | 1.68                  | 3                    | 9                    |
| 90                  | 0.63     | District 3      | 16,000           | 2              | 5                    | 0.00                        | 0.53                  | 1                    | 3                    |
| 91                  | 2.37     | District 3      | 16,000           | 6              | 19                   | 0.00                        | 2.01                  | 4                    | 12                   |
| 92                  | 1.45     | District 3      | 16,000           | 4              | 12                   | 0.42                        | 0.88                  | 2                    | 6                    |
| 93                  | 2.90     | District 3      | 16,000           | 8              | 24                   | 0.00                        | 2.46                  | 5                    | 15                   |
| 94                  | 8.23     | District 3      | 16,000           | 22             | 67                   | 0.00                        | 6.99                  | 16                   | 48                   |
| 95                  | 50.79    | District 3      | 16,000           | 138            | 416                  | 0.00                        | 43.17                 | 100                  | 301                  |
| 96                  | 0.48     | District 3      | 16,000           | 1              | 4                    | 0.00                        | 0.41                  | 1                    | 3                    |
| 97                  | 0.43     | District 3      | 16,000           | 1              | 4                    | 0.00                        | 0.37                  | 0                    | 0                    |
| 98                  | 1.40     | District 3      | 16,000           | 4              | 11                   | 0.08                        | 1.12                  | 2                    | 6                    |
| 99                  | 51.25    | District 2      | 108,900          | 21             | 62                   | 0.00                        | 43.56                 | 17                   | 51                   |
| 100                 | 31.91    | District 2      | 108,900          | 13             | 38                   | 3.03                        | 24.55                 | 9                    | 27                   |
| 101                 | 2.15     | District 3      | 16,000           | 6              | 18                   | 0.00                        | 1.83                  | 4                    | 12                   |
| 102                 | 3.71     | District 3      | 16,000           | 10             | 30                   | 0.00                        | 3.15                  | 7                    | 21                   |
| 103                 | 2.15     | District 3      | 16,000           | 6              | 18                   | 0.00                        | 1.83                  | 4                    | 12                   |
| 104                 | 3.73     | District 2      | 108,900          | 1              | 4                    | 0.00                        | 3.17                  | 1                    | 3                    |
| 105                 | 123.58   | District 2      | 108,900          | 49             | 149                  | 20.58                       | 87.55                 | 35                   | 105                  |
| 106                 | 19.99    | District 3      | 16,000           | 54             | 164                  | 0.28                        | 16.75                 | 38                   | 114                  |
| 107                 | 0.74     | District 3      | 16,000           | 2              | 6                    | 0.00                        | 0.63                  | 1                    | 3                    |
| 108                 | 85.29    | District 2      | 108,900          | 34             | 103                  | 10.28                       | 63.76                 | 25                   | 75                   |
| 109                 | 23.68    | District 3      | 16,000           | 64             | 194                  | 8.16                        | 13.19                 | 30                   | 90                   |

| Buildout Projection |          |                 |                  |                |                      | Holding Capacity Projection |                       |                      |                      |
|---------------------|----------|-----------------|------------------|----------------|----------------------|-----------------------------|-----------------------|----------------------|----------------------|
| PDA                 | PDA Size | Existing Zoning | Minimum Lot Area | Dwelling Units | Potential Population | Constrained Land Area (Ac)  | Developable Land (Ac) | Dwelling Units (Net) | Potential Pop. (Net) |
| 110                 | 5.26     | District 3      | 16,000           | 14             | 43                   | 5.26                        | 0.00                  | 0                    | 0                    |
| 111                 | 0.53     | District 1      | 20,000           | 1              | 3                    | 0.00                        | 0.45                  | 1                    | 3                    |
| 112                 | 0.49     | District 1      | 20,000           | 1              | 3                    | 0.00                        | 0.41                  | 1                    | 3                    |
| 113                 | 126.57   | District 1      | 20,000           | 276            | 830                  | 34.41                       | 78.34                 | 151                  | 455                  |
| 114                 | 0.58     | District 1      | 20,000           | 1              | 4                    | 0.00                        | 0.49                  | 1                    | 3                    |
| 115                 | 18.64    | District 1      | 20,000           | 41             | 122                  | 2.29                        | 13.89                 | 26                   | 78                   |
| 116                 | 1.10     | District 1      | 20,000           | 2              | 7                    | 0.00                        | 0.93                  | 1                    | 3                    |
| 117                 | 24.25    | District 1      | 20,000           | 53             | 159                  | 16.01                       | 7.01                  | 13                   | 39                   |
| 118                 | 9.87     | District 2      | 108,900          | 4              | 12                   | 4.86                        | 4.26                  | 1                    | 3                    |
| 119                 | 3.12     | District 1      | 20,000           | 7              | 20                   | 0.05                        | 2.62                  | 5                    | 15                   |
| 120                 | 9.78     | District 1      | 20,000           | 21             | 64                   | 0.50                        | 7.89                  | 15                   | 45                   |
| 121                 | 15.71    | District 2      | 108,900          | 6              | 19                   | 8.62                        | 6.03                  | 2                    | 6                    |
| 122                 | 8.61     | District 2      | 108,900          | 3              | 10                   | 1.76                        | 5.83                  | 2                    | 6                    |
| 123                 | 0.81     | District 2      | 108,900          | 0              | 1                    | 0.00                        | 0.69                  | 1                    | 3                    |
| 124                 | 8.79     | District 2      | 108,900          | 4              | 11                   | 3.72                        | 4.30                  | 1                    | 3                    |
| 125                 | 5.05     | District 2      | 108,900          | 2              | 6                    | 2.25                        | 2.38                  | 1                    | 3                    |
| 126                 | 8.03     | District 3      | 16,000           | 22             | 66                   | 0.51                        | 6.40                  | 14                   | 42                   |
| 127                 | 2.50     | District 3      | 16,000           | 7              | 21                   | 0.00                        | 2.13                  | 4                    | 12                   |
| 128                 | 0.94     | District 3      | 16,000           | 3              | 8                    | 0.00                        | 0.80                  | 1                    | 3                    |
| 129                 | 0.11     | District 3      | 16,000           | 0              | 1                    | 0.00                        | 0.09                  | 0                    | 0                    |
| 130                 | 5.74     | District 1      | 20,000           | 13             | 38                   | 0.00                        | 4.88                  | 9                    | 27                   |
| 131                 | 6.25     | District 1      | 20,000           | 14             | 41                   | 0.00                        | 5.31                  | 10                   | 30                   |
| 132                 | 8.17     | District 1      | 20,000           | 18             | 54                   | 0.96                        | 6.13                  | 11                   | 33                   |
| 133                 | 30.66    | District 1      | 20,000           | 67             | 201                  | 0.08                        | 25.99                 | 50                   | 151                  |
| 134                 | 0.61     | District 1      | 20,000           | 1              | 4                    | 0.00                        | 0.52                  | 1                    | 3                    |
| 135                 | 1.56     | District 2      | 108,900          | 1              | 2                    | 0.00                        | 1.33                  | 1                    | 3                    |
| 136                 | 3.42     | District 2      | 108,900          | 1              | 4                    | 0.42                        | 2.54                  | 1                    | 3                    |
| 137                 | 3.68     | District 2      | 108,900          | 1              | 4                    | 1.69                        | 1.70                  | 1                    | 3                    |
| 138                 | 3.00     | District 2      | 108,900          | 1              | 4                    | 0.60                        | 2.05                  | 1                    | 3                    |
| 139                 | 2.91     | District 2      | 108,900          | 1              | 3                    | 0.47                        | 2.07                  | 1                    | 3                    |
| 140                 | 2.50     | District 1      | 20,000           | 5              | 16                   | 0.00                        | 2.12                  | 4                    | 12                   |
| 141                 | 0.82     | District 1      | 20,000           | 2              | 5                    | 0.06                        | 0.65                  | 2                    | 5                    |
| 142                 | 2.42     | District 2      | 108,900          | 1              | 3                    | 0.00                        | 2.06                  | 1                    | 3                    |
| 143                 | 0.58     | District 2      | 108,900          | 0              | 1                    | 0.00                        | 0.49                  | 1                    | 3                    |
| 144                 | 0.45     | District 2      | 108,900          | 0              | 1                    | 0.00                        | 0.38                  | 0                    | 0                    |
| 145                 | 8.15     | District 2      | 108,900          | 3              | 10                   | 0.20                        | 6.76                  | 2                    | 6                    |
| 146                 | 57.90    | District 2      | 108,900          | 23             | 70                   | 11.74                       | 39.24                 | 15                   | 45                   |



| Buildout Projection |              |                 |                  |                |                      | Holding Capacity Projection |                       |                      |                      |
|---------------------|--------------|-----------------|------------------|----------------|----------------------|-----------------------------|-----------------------|----------------------|----------------------|
| PDA                 | PDA Size     | Existing Zoning | Minimum Lot Area | Dwelling Units | Potential Population | Constrained Land Area (Ac)  | Developable Land (Ac) | Dwelling Units (Net) | Potential Pop. (Net) |
| 147                 | 10.70        | District 1      | 20,000           | 23             | 70                   | 2.05                        | 7.35                  | 14                   | 42                   |
| 148                 | 4.94         | District 2      | 108,900          | 2              | 6                    | 0.80                        | 3.52                  | 1                    | 3                    |
| 149                 | 7.77         | District 1      | 20,000           | 17             | 51                   | 0.00                        | 6.60                  | 12                   | 36                   |
| 150                 | 0.58         | District 1      | 20,000           | 1              | 4                    | 0.00                        | 0.49                  | 1                    | 3                    |
| 151                 | 29.45        | District 2      | 108,900          | 12             | 35                   | 4.81                        | 20.94                 | 8                    | 24                   |
| 152                 | 33.08        | District 2      | 108,900          | 13             | 40                   | 16.14                       | 14.40                 | 5                    | 15                   |
| 153                 | 28.98        | District 2      | 108,900          | 12             | 35                   | 2.92                        | 22.15                 | 8                    | 24                   |
| 154                 | 16.83        | District 2      | 108,900          | 7              | 20                   | 11.13                       | 4.84                  | 1                    | 3                    |
| 155                 | 3.43         | District 2      | 108,900          | 1              | 4                    | 0.00                        | 2.91                  | 1                    | 3                    |
| 156                 | 48.57        | District 2      | 108,900          | 19             | 58                   | 26.68                       | 18.60                 | 7                    | 21                   |
| 157                 | 38.97        | District 2      | 108,900          | 16             | 47                   | 12.93                       | 22.13                 | 8                    | 24                   |
| 158                 | 4.38         | District 2      | 108,900          | 2              | 5                    | 1.70                        | 2.29                  | 1                    | 3                    |
| 159                 | 9.07         | District 2      | 108,900          | 4              | 11                   | 0.43                        | 7.34                  | 2                    | 6                    |
| 160                 | 144.38       | District 2      | 108,900          | 58             | 174                  | 26.85                       | 99.90                 | 39                   | 117                  |
| 161                 | 7.04         | District 2      | 108,900          | 3              | 8                    | 2.59                        | 3.78                  | 1                    | 3                    |
| <b>Totals</b>       | <b>2,051</b> |                 |                  | <b>2,467</b>   | <b>7,425</b>         | <b>414</b>                  | <b>1,392</b>          | <b>1,543</b>         | <b>4,644</b>         |

#### Notes

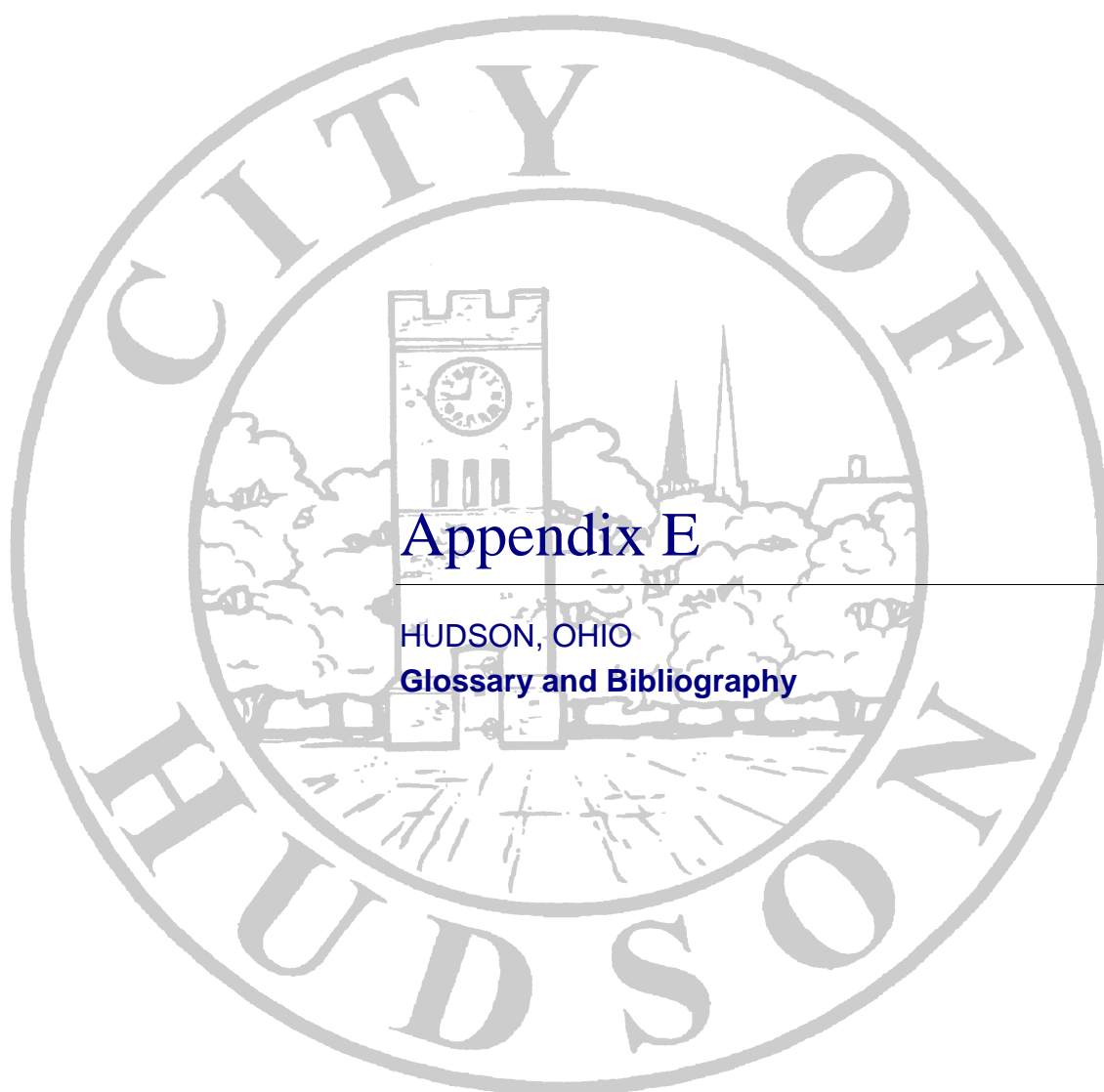
1. Constrained Land Area is the total of wetlands, floodplains, and steep slopes over 12 % of grade.
2. Developable Land Area is calculated by subtracting the constrained land area from the gross area of the Potential Development Area, then reducing the total by 15% to account for the land area of public streets that a new subdivision would require.
3. Buildable Units are calculated by dividing the minimum allowed lot size into the amount of Developable land, reducing the number of units to account for required public open space land dedication, then reporting the whole integer (rather than fractions).

|   |
|---|
| Open Space Dedications are the following:<br>District 1 = 11% of land<br>District 2 = 0 %<br>District 3 = 13.5 %<br>District 4 = 25 % |
|---|

4. Population is calculated by multiplying the number of dwelling units by 3.01, the median household size for Hudson in the 2000 Census.

Not included in PDA's are vacant lots within subdivisions. Forty-one subdivisions have a total of 211 lots which are potentially buildable.

| Buildout Projection |          |                 |                  |                |                      | Holding Capacity Projection |                       |                      |                      |
|---------------------|----------|-----------------|------------------|----------------|----------------------|-----------------------------|-----------------------|----------------------|----------------------|
| PDA                 | PDA Size | Existing Zoning | Minimum Lot Area | Dwelling Units | Potential Population | Constrained Land Area (Ac)  | Developable Land (Ac) | Dwelling Units (Net) | Potential Pop. (Net) |
|                     |          |                 |                  | Dwelling Units | Potential Population | Constrained Land Area       | Developable Land Area | Dwelling Units (Net) | Potential Pop. (Net) |
|                     |          | 211 lots =      |                  | 211            | 635                  | N/A                         | N/A                   | 211                  | 635                  |
| Grand Totals        |          |                 |                  | 2678           | 8061                 | 414                         | 1392                  | 1754                 | 5279                 |



## Appendix E

HUDSON, OHIO

**Glossary and Bibliography**

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## E. Glossary and Bibliography

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### A. Overview

The Appendix is comprised of a glossary of planning terms, and a bibliography of sources consulted in preparing the updated plan.

### B. Glossary

- **Bikeway:** A bicycle path in the form of a special reserved lane on a street or a separate facility such as in connection with a greenway.
- **Buffer:** Land area used to visibly separate one use from another or to shield or block noise, lights or other nuisances.
- **Build-Out:** Build-out is the point at which a community's total available land area is completely developed.
- **Built Environment:** The physical elements and characteristics relating to land use, structures and buildings constructed and/or used by persons.
- **Business Incubator:** A broadly defined effort to nurture new and emerging businesses.
- **Collector Street:** Roads designed and located to connect residential or commercial areas to larger thoroughfares.
- **Community-Scale Retail:** These are medium size businesses that meet community-wide retail and personal service needs, typically with off-street parking.

- **Conservation Easement:** An easement precluding future or additional development of the land.
- **Density:** Two types of densities are referred to in this document: population density and building density. These are related but distinct concepts. Population density refers to the number of people living in a given area. Building density refers to the number of dwelling units in a given area, usually measured as the number of dwelling units per acre.
- **Floor Area Ratio (FAR):** The floor area ratio (FAR) is the numerical value obtained by dividing the gross floor area of the building or buildings located upon a lot or tract of land by the total area of such lot or tract.
- **Goal:** A broad policy statement that indicates preferences for specific subject areas or planning values.
- **Greenway:** This can be a natural area or a pedestrian and bicycle path within a natural corridor, often associated with a stream.
- **Historic District:** An area designated to be of historic value. The area is regulated through overlay zoning in such a way as to preserve its historic character. Exterior alterations are permitted only if they are in keeping with the historic character of the district.
- **Historic or Architecturally Significant Site:** A site or structure which should be preserved because of its unique or historic architecture or particular historical associations with events, persons or people important to local history. Such a site may or may not be a designated historic site, but it is important to the streetscape, character, or fabric of a particular area or neighborhood.
- **Infill:** The development of vacant or underdeveloped land (that is, land that is not developed to the intensity allowed by the existing zoning) in areas that are otherwise substantially developed. This may range from the construction of a new house on a vacant lot in a 50 year old subdivision to the demolition of a substandard housing block for the construction of an office building.
- **Intensity:** Regarding land use, intensity is an indication of the amount of development on a site and is a reflection of the effects generated by that development. These effects include traffic, stormwater runoff, noise and light, etc.
- **Land Use:** The way in which land is used or occupied by people.
- **Level of Service (LOS) Standard:** A LOS standard is used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire or library, or the performance of a facility, such as a street or highway.
- **Mixed-Use Development:** A form of development in which two or more uses are located within the same building or area. For instance, a mixed-use building may have stores or offices on the ground floor and apartments on upper floors.

- **Natural Constraints:** Characteristics of the natural environment that constrain human land use activities, such as the 100-year floodplain, wetlands and poorly drained soils.
- **Neighborhood:** A primarily residential area which has a sense of geographic unity.
- **Objective:** Is a refinement of a goal and indicates a policy direction and action to implement the related goal.
- **Open Space:** Land reserved from development as a relief from the congestion of urbanization. It is often intended to be used for passive recreation purposes, but may also include pedestrian plazas or active recreation areas.
- **Ordinance:** A city law, which upon adoption by the City Council becomes part of the City Code.
- **Pedestrian-Oriented Development:** A kind of urban form and land development pattern that is conducive to pedestrian access and circulation rather than or in addition to automobile or transit service.
- **Redevelopment:** Replacement of a previous land use with a new or more viable use. A substandard housing area may be demolished and redeveloped as new housing at the same density. A strip shopping area may be redeveloped as an office complex or a new retail concentration within a transition area. Redevelopment achieved through public action is carefully regulated by state and local law. Private redevelopment is subject to the regulations governing other private development projects.
- **Residential Density, Gross:** Gross residential density is a measure of total residential units compared to the total site.
- **Residential Density, Net:** Net residential density is a measure of the total residential units compared to the total site minus land set aside for such things as roads, parks and greenspace.
- **Senior Housing:** Housing options for those 60 years and older which are not licensed by the State of Ohio. The options do not include assisted living facilities, nursing homes and residential care facilities.
- **Strategy:** A strategy details the steps necessary to initiate and complete an objective.
- **Subdivision:** The splitting of tracts of land into smaller parcels. The most common usage of this word applies to the splitting of large land parcels into numerous housing lots or lots for commercial uses.
- **Sustainable:** Meeting the needs of current generations without compromising the needs of future generations.
- **Town Center:** An area designated in a master plan as a village center overlay zoning district. A village center designation is intended to create a mixture of land uses with pedestrian orientation, plazas, open spaces and mass transit opportunities. This area is intended to have a high investment in public facilities and serve

several neighborhoods with a highly diverse housing stock and a central core or retail, office and community facilities.

- **Traffic Calming Measures:** These are physical improvements to a local street that slows traffic speeds and discourages cut-through traffic movements. Examples include stop signs, speed bumps, intersection tables, intersection islands and chicanes.
- **Transfer of Development Rights:** The conveyance of development rights by deed, easement, or other legal instrument authorized by local law to another parcel of land and the recordation of that conveyance among the records of the governing municipality.
- **Utility Services:** The various utility services that support development, including sanitary sewers, water, stormwater, natural gas, electricity, telephone, cable television, cellular telephone and fiber optics.

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