



CITY OF HUDSON  
**COMPREHENSIVE PLAN &  
DOWNTOWN PHASE II PLAN**

*Drafted August 2015*

**DRAFT**  
FOR REVIEW

# TABLE OF CONTENTS

1	3	7	19	23				
<b>CHAPTER 1 INTRODUCTION</b>	<b>CHAPTER 2 COMMUNITY OUTREACH</b>	<b>CHAPTER 3 COMMUNITY PROFILE</b>	<b>CHAPTER 4 A VISION FOR HUDSON</b>	<b>CHAPTER 5 LAND USE &amp; DEVELOPMENT PLAN</b>				
Purpose	Kick-Off CPAC & DPAC Workshop	4	Regional Settings	8	In 2025 – A Vision for Hudson	20	Land Use & Development Plan Goal & Recommendations	23
Big Ideas	Key Person Interviews	4	History	9			Key Considerations	25
Organization	Community Workshop	4	Unique Character	10			Land Use Designations	25
	Business Workshop	5	Past Plans & Studies	11			Residential Areas Framework Plan Goal & Recommendations	29
	Junior Leadership Hudson Workshop	5	Other Development Controls	14			Residential Growth Management	30
	Youth Workshop	5	Architectural & Design Standards	14			Residential Character Areas	31
	Vision Workshop	5	Sign Regulations	14			Code Enforcement	31
	Project Website	5	Subdivision Regulations	14			Housing Stock Diversification	32
			Parking Regulations	14			Historic Preservation	32
			Landscaping Regulations	14			Architectural & Design Quality	33
			Demographic & Market Analysis	15			Noise Abatement	33
			Demographics	15			Low Impact Development	33
			Employment	16			Commercial & Employment Areas Framework Plan Goal & Recommendations	35
			Housing	17			Commercial Areas	36
							Industrial, Office, & Business Park Areas	38
							Business Climate	39

# 41

## CHAPTER 6 DOWNTOWN PHASE II PLAN

Goal & Recommendations	41
Process	42
Study Area & Existing Conditions	42
Guiding Principles	43
Concept Plan Estimates	44
Cost, Benefits, Phasing & Implementation	46
Implementation	49
Phasing/Next Steps	49

# 49

## CHAPTER 7 TRANSPORTATION & MOBILITY PLAN

Motorized Mobility	51
Goal & Recommendations	51
Pedestrian & Bike Connectivity	53
Goal & Recommendations	55
Roads	55
Rail	56
Public Transportation	57
Sidewalks & Walkways	57
Bikeways	57
Trails	57

# 57

## CHAPTER 8 PARKS, OPEN SPACE, & ENVIRONMENTAL FEATURES PLAN

Goal & Objectives	59
Parks & Recreation	60
Preservation of GREEN Space	62
Protection & Enhancement of Environmental Features	64
Goal & Recommendations	67

# 65

## CHAPTER 9 COMMUNITY FACILITIES & SERVICES PLAN

City Government	68
Education	70
Utility Infrastructure	71

# 75

## CHAPTER 10 IMPLEMENTATION PLAN

Use Plan on a Day-to-Day Basis	76
Review Development Controls	76
Incorporate the Downtown Phase II Plan as a Component of the Comprehensive Plan	76
Capital Improvement Program (CIP)	76
Enhance Public Communication	77
Update the Plan on a Regular Basis	77
Prepare an Implementation Action Agenda	77
Explore Funding Sources & Implementation Techniques	77
Economic Development	78
Parks and Open Space Funding Sources	79
Implementation Matrix	80



# INTRODUCTION

*Hudson is a special place. Peaceful tree-lined neighborhoods, Western Reserve architecture, scenic expanses and natural features, and a vibrant downtown converge to form a unique place in the midst of the Cleveland and Akron regions. More than just its physical environment, Hudson is also a community of active, informed, and engaged residents who are proud of their city's past and excited about its future.*

*Hudson's distinctive identity and character are the byproduct of a variety of efforts. Since the merger of the City of Hudson Village and Hudson Township in 1994, the City has been a proactive leader in using land use planning and development policies to protect and enhance local character while also containing infrastructure costs and accommodating appropriate new development. To that end, the City adopted its first Comprehensive Plan in 1995, and updated it in 2004.*

*This 2015 Comprehensive Plan updates these prior planning efforts. It sets forth long-range recommendations for future development, as well as the maintenance and enhancement of the existing image and character of the community.*

## PURPOSE

The Comprehensive Plan is the City's official policy document for growth and development. It is broad in scope and informs citywide development standards regarding land use, infrastructure, transportation, parks and recreation, and community services and facilities. The City Charter requires a review and update of the Comprehensive Plan at least once every ten years. At its core, the Plan is Hudson's "roadmap" to the future, identifying long-term community priorities and the tools necessary for achieving them.

The Comprehensive Plan also includes a Downtown Phase II Plan. The Downtown Phase II Plan establishes a clear vision for the underutilized area to the west and northwest of Downtown and provides recommendations necessary to implement the vision.

## BIG IDEAS

What is the Comprehensive Plan seeking to achieve? While the Comprehensive Plan provides policy guidance and recommendations for a variety of topics, an extensive outreach process identified several issues that were exceptionally important to the community. These "big ideas" form the core of the Comprehensive Plan and will help to make Hudson an even better place to live and work:

- Balancing preservation of Hudson's unique identity and historic character with targeted, incremental improvements that can make the community more livable and economically competitive;
- Supporting Downtown as the heart of the community and activity hub;
- Transforming the Downtown Phase II area into an integrated and walkable extension of the existing Downtown, comprised of office and residential uses;
- Improving city-wide pedestrian and bike connectivity;
- Diversifying the housing stock and preserving existing neighborhoods;
- Improving Hudson's business climate;
- Reducing traffic congestion and improving roadway efficiency; and
- Supporting Hudson's schools and youth.

## ORGANIZATION

The Comprehensive Plan is organized into ten chapters.

- **Chapter 1 – Introduction** states the purpose of the Comprehensive Plan, its big ideas, and the organization of the document;
- **Chapter 2 – Community Outreach** summarizes all of the in-person and on-line outreach that was conducted over the course of one year;
- **Chapter 3 – Community Profile** details a variety of important background information, such as the City's history, development controls, existing land uses, and demographics;
- **Chapter 4 – A Vision for Hudson** establishes the community vision that guides the Comprehensive Plan document and paints a picture of what Hudson will look like in 2025;
- **Chapter 5 – Land Use & Development Plan** illustrates and describes in general terms the type and location of future land uses within Hudson. This section also addresses growth management, and provides detailed recommendations and policies targeted at the improvement of Hudson's residential, commercial, and employment areas;

- **Chapter 6 – Downtown Phase II Plan** establishes a vision for the Downtown Phase II area, including site concepts, possible costs, and implementation recommendations;
- **Chapter 7 – Transportation & Mobility Plan** provides recommendations for the City's roads, trails, sidewalks, and more, and identifies opportunities to increase community connectivity;
- **Chapter 8 – Parks, Open Space, & Environmental Features Plan** provides recommendations intended to enhance the park and trail system, and protect and enhance Hudson's natural areas and environmental features;
- **Chapter 9 – Community Facilities & Services Plan** identifies future needs for community facilities and offering long-range recommendations for future facility locations and improvements to ensure that residents are adequately served by service providers; and
- **Chapter 10 – Implementation Plan** presents specific actions, as well as potential funding sources, that the City should pursue as it seeks to implement the recommendations of the Comprehensive Plan.



# COMMUNITY OUTREACH

*The Comprehensive Plan and Downtown Phase II Plan are products of a planning process that actively sought input from a variety of stakeholders, including residents, business owners, developers, service providers, elected and appointed officials, and City staff. A variety of outreach efforts, both in-person and online, were used to gather this input. Ultimately, this has helped promote stewardship for both Plans.*

*This section briefly summarizes the community outreach efforts that were completed during the planning process. A more detailed summary of each outreach event can be found in the Existing Conditions Report and on the City's website.*

*Outreach included:*

- Kick-Off CPAC & DPAC Workshop (September 10, 2014)*
- Community Workshop (September 11, 2014)*
- Business Workshop (September 11, 2014)*
- Key Person Interviews (November 5-6, 2014)*
- Junior Leadership Workshop (November 17, 2014)*
- Youth Workshop (January 22, 2015)*
- Visioning Workshop (January 22, 2015)*
- Project Website (September 2014 – September 2015)*
- Online Surveys (September 2014 – September 2015)*
- sMap Online Mapping Tool (September 2014 – September 2015)*



## KICK-OFF CPAC & DPAC WORKSHOP

A kick-off workshop was held with both the Comprehensive Plan Advisory Committee (CPAC) and the Downtown Plan Advisory Committee (DPAC) at City Hall on September 10, 2014. Both committees were composed of individuals who represent the community and were able to act as a sounding board for the City and Consultant Team throughout the planning process.

The workshop began with an overview of the comprehensive planning process. After a review of the scope of work and questions and comments from the Advisory Committees, the Consultant led a group exercise to gather input.

### SUMMARY OF INPUT

The committees discussed a variety of topics. The top issues facing the community included balancing economic growth with preservation of local character, the need to increase non-motorized connectivity, enhancement of the Downtown core, support for local schools, diversification of the housing stock, and the need to improve traffic within the core.

## KEY PERSON INTERVIEWS

In order to get greater detail about important issues, the Consultant Team conducted confidential one-on-one interviews and roundtable discussions with 46 people in November 2014. Those interviewed possessed a wide range of perspectives and backgrounds, including small and large business owners, elected and appointed officials, old and new residents, key service providers, developers, educators, activists, and more. Each group of participants were asked a series of questions about Hudson, with interviews generally lasting about one hour. Not surprisingly, responses varied based on a range of factors and perspectives.

### SUMMARY OF INPUT

Some of the key themes or issues shared in the interviews included:

- Interviewees expressed pride in living and working in Hudson.
- There was a universal sense of needing to balance preservation of Hudson's unique physical and social character with the implementation of strategic changes that can make the city more livable and economically competitive in the 21st century.
- Overall, interviewees from the business and development fields generally see Hudson as a challenging place to do business relative to its neighbors. Small businesses tended to view the city as more business friendly than developers and larger businesses.
- City staff received high marks for access, knowledge and general friendliness, but most business leaders felt that the City's economic development team is not given any tangible tools to recruit and retain businesses, in terms of formal incentives or policies.
- Hudson's retail base is sizable for a city of its size. The general consensus was that Hudson's retail market is fairly saturated and that little market space exists for further retail development.
- Major employers noted that Hudson has a great regional location with access to a well-educated and high-quality labor force.
- Nearly all interviewees made some mention of the need to increase housing diversity in order to attract young families and retain empty nesters and seniors. Support for rental or affordable properties was mixed.
- Participants were extremely proud of the city's education system and noted that it was one of the main draws to living in Hudson.
- Transportation issues tended to center on three key issues: poor connectivity, train traffic, and automobile traffic. Sidewalk infrastructure is spotty, and many neighborhoods are not connected to one another, especially in areas outside of the original town core. Several rail crossings are at-grade and can hold up traffic during rush hours. Road congestion was also a challenge; one interviewee stated "we essentially have an agrarian road system with a suburban population."

## COMMUNITY WORKSHOP

A Community Workshop was held at Hudson High School on September 11, 2014 to allow residents to communicate their issues, aspirations, and priorities for the future of Hudson. This workshop was the first of many opportunities to publicly discuss issues and challenges related to living in Hudson. After a review of the scope of work and questions and comments from those in attendance, the consultant led a group exercise to gather input from the public.

### SUMMARY OF INPUT

Community members debated and discussed a variety of topics, including preservation of Hudson's small-town character, the attraction of young residents and families, diversification of the housing stock, connectivity, and support for local schools.





## **BUSINESS WORKSHOP**

A Business Workshop was held on September 11, 2014 at the Hudson Country Club with local business owners and operators. The goal of the workshop was to identify issues and opportunities that are unique to Hudson's business community. After a review of the scope of work and questions and comments from those in attendance, the consultant led a group exercise to gather input from the public.

### **SUMMARY OF INPUT**

Business leaders identified several important issues, including the attraction and retention of businesses, diversification of the housing stock, Downtown parking, reduction of taxes and utility taxes, and improvement of traffic congestion.

## **JUNIOR LEADERSHIP HUDSON WORKSHOP**

On November 17, 2014 a Junior Leadership Hudson Workshop was held at City Hall to allow members of the current class to communicate their issues, aspirations, and priorities for the future of Hudson. Junior Leadership Hudson is a mixture of young high school leaders from the Hudson area who work collaboratively towards the betterment of the community, while meeting and networking with community leaders.

### **SUMMARY OF INPUT**

Young leaders want to see more things for young people to do, especially within the Downtown, and an improvement of recreation opportunities. Other issues included the need to improve road conditions, increase bike-hike trails, and redevelopment of the YDC site.

## **YOUTH WORKSHOP**

On January 22, 2015 a Youth Workshop was held at Hudson High School to engage the city's youth about their aspirations and priorities for the future of the community. About 20 students participated, ranging from freshmen to seniors. After a review of the project and questions and comments from those in attendance, the consultant led a group exercise to gather input from the students.

### **SUMMARY OF INPUT**

The students discussed a range of topics important to them, including the need for better youth activities, community diversity, youth-friendly businesses, and Downtown traffic.

## **VISION WORKSHOP**

On January 22nd, the City of Hudson held a Visioning Workshop at Hudson High School. Attendees were assigned to one of seven "breakout" groups and provided with markers and a large map of the city. Over the course of an hour, each group worked as a team to draw their "vision" for the City of Hudson on the map. Topics were provided to guide each table's discussion, and they included: transportation; parks, open space, and recreation; sustainability and the environment; housing and neighborhoods; community facilities; commercial goods and services; employment and industry; and image and identity. In addition to marking up the map, each group also recorded their recommendations in a workbook. At the end of the hour, the groups shared their findings with the entire audience.

### **SUMMARY OF INPUT**

Workshop participants felt strongly about constructing a recreation center, preserving Hudson's unique character and charm, adding new trails and pathways, enhancing Downtown, improving traffic flow, and increasing the diversity of the housing stock (e.g. senior housing, apartments, condos, etc.), particularly in the Downtown Phase II study area.

## **PROJECT WEBSITE**

A project website was created to establish a centralized location for information regarding the Hudson Comprehensive Plan. The website contained information and updates concerning the project, meeting notices, and downloadable versions of project documents and reports. To provide convenient and comprehensive information, the project website was accessed through a link on the City of Hudson's home page. The project website also contained links to online questionnaires for residents and business owners, as well as the sMap mapping tool.

### **RESIDENT QUESTIONNAIRE**

An online questionnaire for Hudson residents was posted on the project website. It was designed to supplement in-person outreach activities conducted throughout the community, and is not intended to be a scientific survey instrument. The questionnaire was launched in September 2014 and remained open during the duration of the process. Nearly 400 residents participated.

## **BUSINESS QUESTIONNAIRE**

An on-line questionnaire for Hudson businesses was also posted on the project website, with the purpose of soliciting insight about the City's business climate. The questionnaire was launched in September 2014 and remained open during the duration of the planning process. Eleven businesses participated.

## **SMAP MAPPING TOOL**

sMap is a social mapping application developed by Houseal Lavigne Associates that allows residents to actively participate in the planning process. Participants were able to create their own community maps of issues and opportunities, including comments tagged to specific locations. Residents flagged public safety concerns, undesirable uses, key transit destinations, desired developments, poor appearance, community assets, priority development sites, problematic intersections, and more. Eight users made maps, tagging and commenting on more than 100 points.



# COMMUNITY PROFILE

*Long-range visioning and planning is founded upon an understanding of where the community is today. This chapter provides important background information about the community, including the regional position and history of Hudson, an overview of Hudson's existing land use and current development regulations, and an analysis of demographic and market conditions. Collectively, this information paints a profile of the Hudson community and the influences that shaped the development of the Comprehensive Plan and Downtown Phase II Plan.*



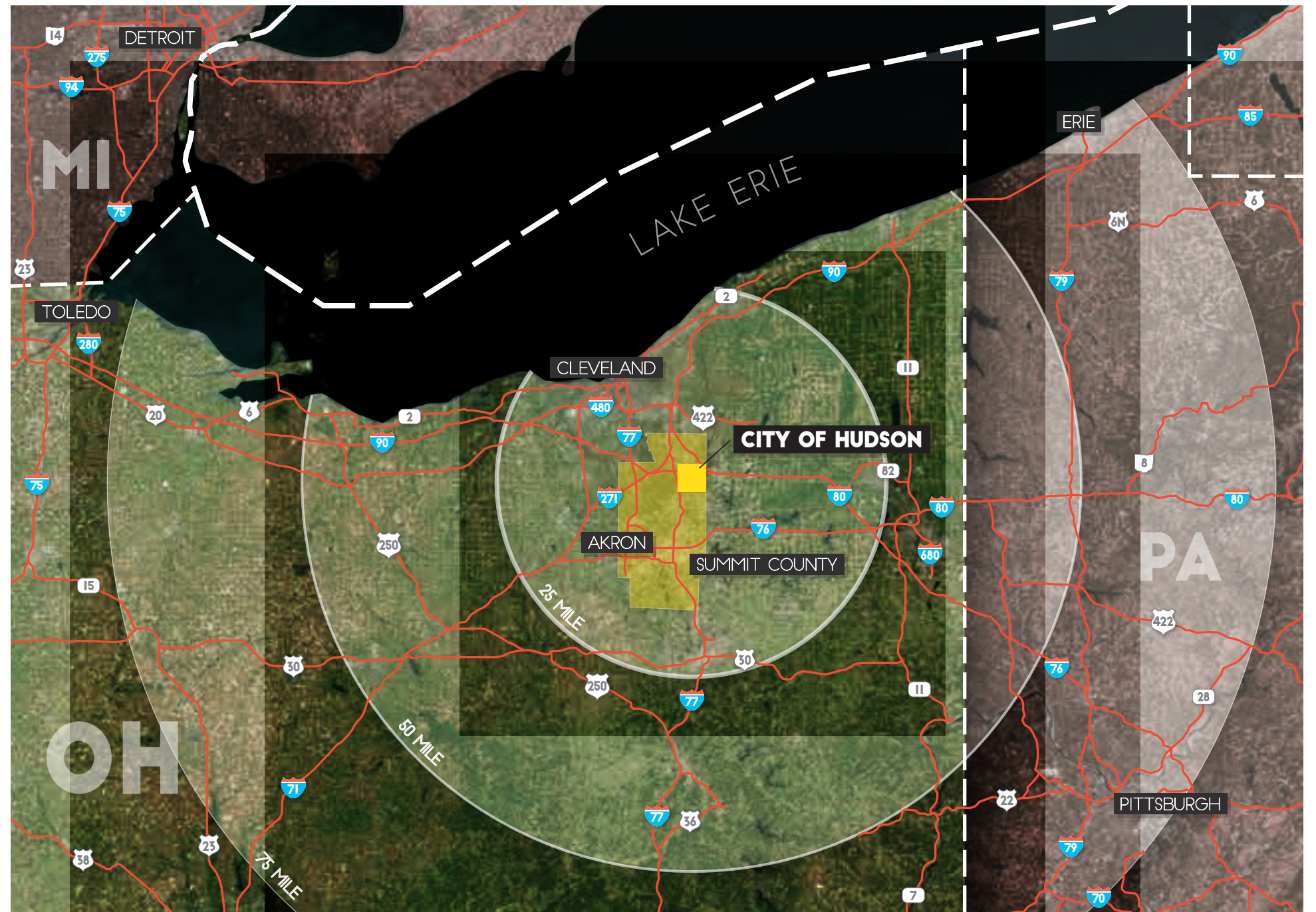
## REGIONAL SETTINGS

The City of Hudson is located in Summit County in northeastern Ohio. Situated between two of Ohio's largest urban areas, the City is positioned just over 20 miles from Cleveland and 10 miles from Akron. Hudson is included in the Akron, OH Metropolitan Statistical Area (MSA) and is part of the larger Cleveland-Akron-Canton, OH Combined Statistical Area (CSA), the 15th largest CSA in the United States.

Hudson's regional location provides residents with the charm of small town living while providing easy access to larger urban centers and nearby amenities, such as the Cuyahoga Valley National Park. Hudson is served by a number of highways in close proximity.

Interstate 80, part of the Ohio Turnpike, passes through northern Hudson. Interstate 480, the Outerbelt West Freeway, passes through the northeastern tip of Hudson. Interstate 271, the Outerbelt East Freeway, passes near Hudson to the northwest, and the Ohio State Highway 8 passes through on the west. The City is bisected by Ohio Routes 91 and 303.

Hudson's location also provides a convenient, accessible location for industry. 43% of the U.S. population, 43% of the Canadian population, and 56% of Fortune 500 U.S. headquarters are within a day's drive.





Map of the Western Reserve in 1826 (left), Pennsy Train Station "The Depot" (below), and a historic property within Hudson's core (right)



## HISTORY

Hudson is one of Ohio's historic jewels. With a past dating back to the colonial era, Hudson is a city proudly steeped in rich history. The City's New England character has been meticulously preserved and protected, and residents are proud of Hudson's charm and unique atmosphere.

The City of Hudson was originally part of the Connecticut Western Reserve, a 120 mile strip of Ohio territory claimed by the colony of Connecticut in 1632. In 1795, the colony sold the Reserve to the Connecticut Land Company, a syndicate intent on turning the land into profit. In 1799, David Hudson purchased the land that would later bear his name, moving his family and possessions to the area in hopes of creating an "altar to God in the wilderness."

Though a difficult place to reach in the early 1800s, Hudson saw consistent growth with the opening of Western Reserve College in 1826. Dubbed the "Yale of the West," the institution was one of the only higher education facilities in the region. Combined with the completion of the Ohio-Erie Canal, this period of growth was punctuated by official incorporation as the "Town of Hudson" in 1837.

Through the mid-1850s Hudson saw an era of prosperity, with increases in population and expansion of the local economy, particularly the growth of the American railroad. Many Hudson residents invested in railroad speculation. In 1857, however, the crash of railroad stocks left many in the community penniless.

In the 1860s, Hudson became active in the abolitionist movement and the American Civil War, adamantly opposing slavery and sending 150 men to fight for the Union. The town was highly active in the Underground Railroad, facilitating passage for slaves looking to flee to freedom in Canada. Some historic homes and residences in Hudson still have secret rooms and passages as part of this effort. The abolitionist John Brown, famous for his raid on Harpers Ferry, West Virginia, originated from Hudson. His ties to the town ensured a strong support for the abolitionist cause.

After the Civil War, the Western Reserve College relocated from Hudson to Cleveland. Coupled with a series of fires in the 1890s and the closing of the Produce Exchange Bank of Cleveland in 1904, the town fell into a state of decline.

In 1907, Hudson native James W. Ellsworth returned to his home town as a millionaire, given his success in the coal industry. Appalled at the state of Hudson, Ellsworth invested extensively in the town, introducing paved roads, electric services, water & sewer systems, and telephone lines. Along with various other projects, Ellsworth's efforts were capped by the construction of the Hudson Clock Tower in 1912, now a prominent symbol for the town. Additionally, in 1916, Ellsworth helped establish the Western Reserve Academy, a private prep school operating in the old facilities of Western Reserve College.

Throughout the first half of the twentieth century, the Town of Hudson and Hudson Township remained relatively small and rural. In the 1950s, construction of the Ohio Turnpike, combined with a variety of other socioeconomic factors taking place nationally, led to a steady rise in population. Between 1960 and 1990, the combined population of the Town and Township tripled from roughly 5,000 to 17,000.

Concerned about uncontrolled growth and its impact on local character, service delivery, and infrastructure costs, the City of Hudson and Hudson Township merged in January of 1994 after passage of a referendum. Shortly thereafter, the new City of Hudson passed its first Comprehensive Plan, establishing a framework for controlling population growth and preserving local character. The resulting growth management policies and procedures were tested and upheld by the Ohio Supreme Court.

After many years of planning and construction, the "First and Main" development opened in 2004 on the former Morse Controls industrial site in Downtown Hudson. While it faced some community resistance at first, First and Main is now considered a huge success. Its offerings of national retailers, local shops, and high quality restaurants, as well as a public library, attract patrons from not only within Hudson, but the broader region.

Today, the City's population has settled around 22,000 and Hudson is recognized for its excellent public schools, peaceful neighborhoods, and unique history and character. It is home to several prominent employers, including Little Tikes, Allstate Insurance, and JoAnn Fabrics.

## UNIQUE CHARACTER

Hudson is a special place, with a variety of assets that define its unique identity and allure. This page details several distinctive elements that the Comprehensive Plan and Downtown Phase II Plan seeks to preserve, elevate, and enhance.



### WESTERN RESERVE CHARACTER

*Hudson was originally a part of Connecticut, and the historic core of the city reflects this influence. Colonial-style homes, both new and old, dot the landscape in Hudson and help preserve a unique "New England" feel. Historic preservation has ensured that many core neighborhoods retain their original appearance and feel.*



### TERMINATING VISTAS

*The usage of terminating vistas in Hudson's neighborhoods creates an extremely attractive visual experience, focusing a viewer's eye on a single structure. This creates an element of grandeur and a park-like experience.*



### MIXED-USE DOWNTOWN

*Downtown Hudson contains a complementary blend of old and new development providing a vibrant and exciting atmosphere for both residents and visitors. It acts as a central gathering place and melting pot, with high-end boutiques, civic uses, offices, restaurants, and local shops.*



### HUDSON CLOCK TOWER

*Built in 1912, the Hudson Clock Tower is the city's most recognizable landmark. The distinctive Romanesque structure provides a focal point for the downtown and a symbol for civic pride.*



### RURAL HERITAGE

*While Hudson has grown over the past few decades, elements of its rural heritage remain nestled between more developed areas. Large lot residential structures with stone or rail fences are common, and on any given day, horses can be seen in open pastures.*



### CURVILINEAR & TREE-LINED ROADS

*Hudson's peaceful, scenic neighborhoods are the lifeblood of the community. Winding roads, tree-lined parkways, and incorporation of natural elements such as forests and wetlands are all important elements of many subdivisions.*



### WESTERN RESERVE ACADEMY

*The Western Reserve Academy opened in 1916 on the site of the former Western Reserve College. The leafy campus resembles a New England liberal arts college, with roughly 400 students from around the world attending the extremely well-regarded college prep school each year.*

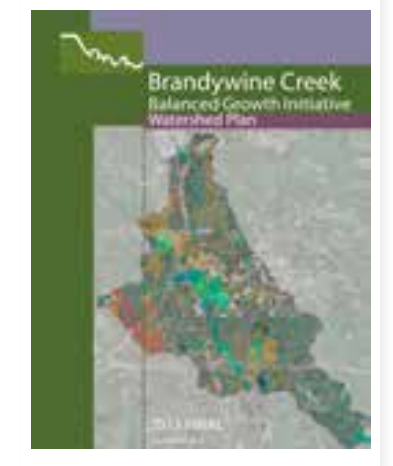
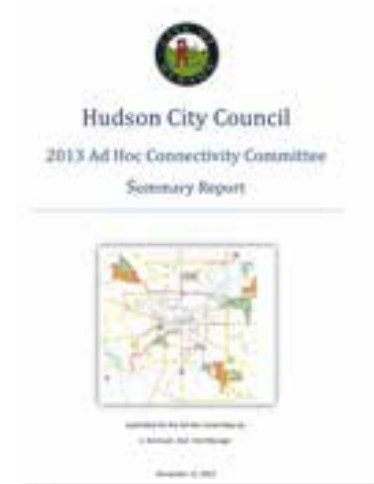


### QUALITY ARCHITECTURAL DESIGN

*City regulation ensures that development adheres to strict architectural standards that contribute to a unique sense of place and create an attractive environment. Even the city's fast food restaurants, for example, are designed with high-quality materials and site elements to blend into the streetscape.*

## PAST PLANS & STUDIES

A thorough review of all of the community's past plans and studies was conducted as a part of the existing conditions process. The Comprehensive Plan and Downtown Phase II Plan recognizes the value of these prior planning efforts and builds upon them where applicable as a part of the community's new vision.



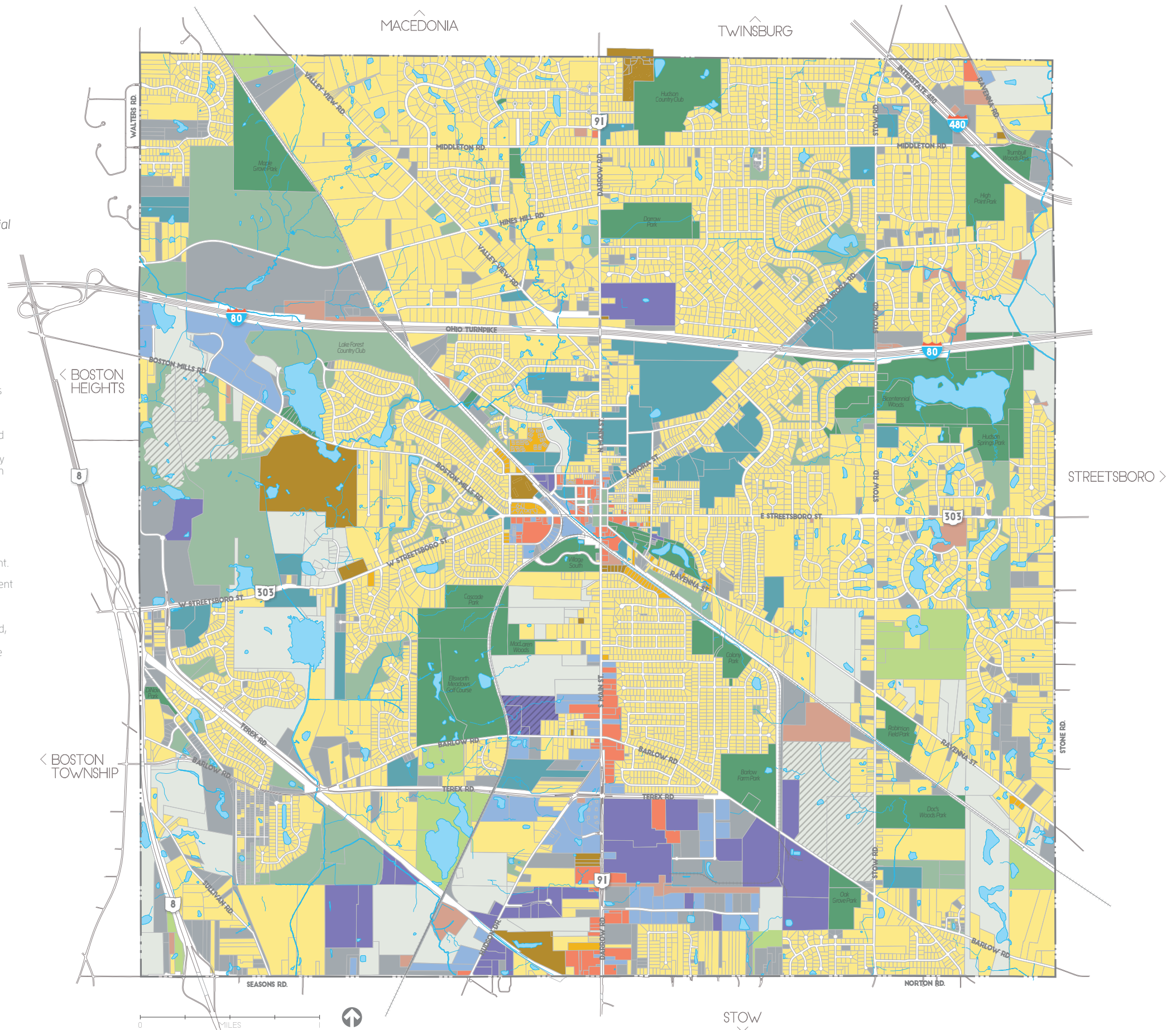
# EXISTING LAND USE

A detailed field inventory of each parcel was completed in November 2014. Based on this thorough assessment, existing land uses in Hudson were classified into 13 categories. When parcels contained more than one use, the parcel was classified based on its predominant use.

Roughly half of Hudson's land is used for single family neighborhoods, but a variety of residential uses can be found throughout the community. Commercial and office uses are located within the Downtown and along major corridors such as Routes 91 and 303, with industrial uses concentrated mostly in the southern and western part of the city. Other uses, such as parks or public/semi-public, are scattered throughout Hudson. Roughly 20% of the city's land is either vacant or undeveloped.

## MAP KEY

- Single Family Detached** homes are stand-alone housing units with one unit per parcel. They are typically found within subdivisions and are the predominant land use in Hudson.
- Single Family Attached** homes include townhomes, rowhomes, or duplexes in which units may be connected horizontally but have their own separate entrances.
- Multifamily** residences include apartments or condominiums where units are accessed through a shared entryway or hallway.
- Commercial** areas are comprised of retail, dining, entertainment, and service uses. They span in size from a tenant in a small, stand-alone building to larger multi-tenant shopping centers.
- Office** uses are comprised of professional offices and medical uses.
- Industrial** uses include higher-intensity uses such as processing, manufacturing, or distribution of goods that can often generate heavy noise or traffic.
- Public/Semi-Public** areas are comprised of public schools, private schools, religious institutions, not-for-profits, and government facilities.
- Utilities** include land dedicated to hard infrastructure such as power stations and public works facilities used for utility generation and/or distribution.
- Agriculture** areas are those with cultivated fields actively used for raising crops or for other farm-related activities.
- Parks and Recreation** areas include grounds used for active recreation, including parks, athletic fields, trails, playgrounds, and golf courses. They are often associated with other public uses such as a school and may be integrated into a neighborhood.
- Open Space** areas are natural areas that are set aside for conservation purposes, are not conducive to development due to flooding or topographical issues, and/or provide passive green space within a subdivision or development.
- Vacant** land is land that is cleared for development and generally served by some level of existing infrastructure, but is currently unused.
- Undeveloped** land is land that is currently unused, not cleared for development, not set aside for conservation purposes, and not served by some level of existing infrastructure.
- Under Construction** are parcels in the process of being developed as of November 2014.





# ZONING DISTRICTS

Zoning regulates the usage and density of land and acts as the "legal teeth" to implement land use recommendations set forth in a Comprehensive Plan. The City's current Land Development Code was initially adopted in 1999 and has been updated several times since. The Code divides the City of Hudson into 10 zoning districts, explained below and shown on the accompanying map. The Code also provides for 2 overlay districts, which are special districts with additional regulations overlaid on top of a zoning district in order to achieve a specific policy or development goal.

The majority of Hudson's land is zoned for residential usage and supporting uses such as schools, parks, and community facilities. Areas allowing commerce and industry are generally found on major corridors, gateways into Hudson, in the Downtown area, and in the southern part of the city.

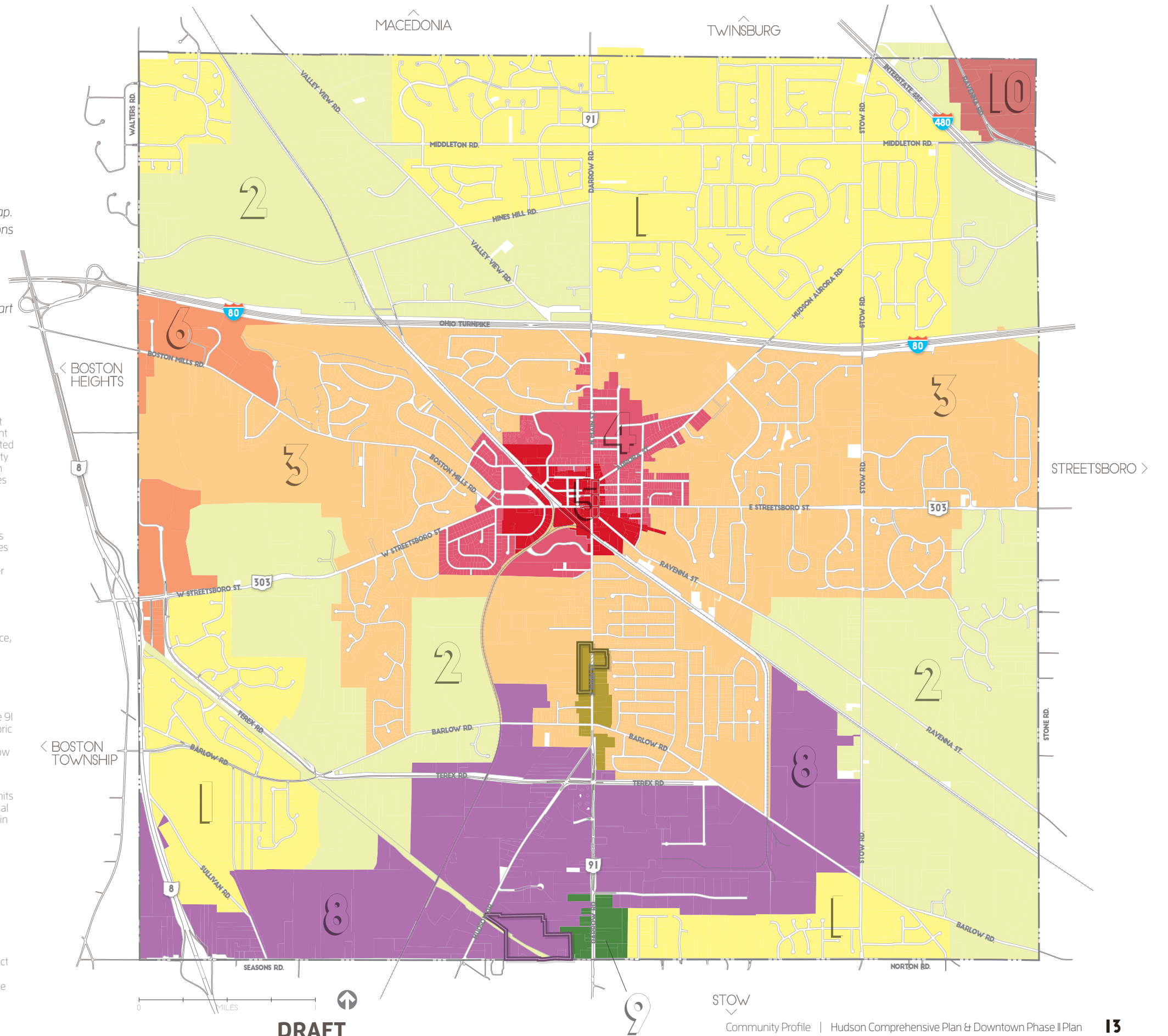
## MAP KEY

### Zoning Districts

- District 1 - Suburban Residential Neighborhood.** This district preserves and protects the existing rural residential character typified by single-family detached housing, with densities varying from 1 unit per half-acre to 1 unit per 2.5 acres. Townhomes are permitted as a conditional use.
- District 2 - Rural Residential Conservation.** This district preserves and protects the most rural areas of Hudson, characterized by agriculture, woodlands, and low-density development of less than 1 dwelling unit per 2.5 acres. Single-family attached units are permitted as a conditional use.
- District 3 - Outer Village Residential Neighborhood.** This district preserves and protects the residential character typified by single-family detached residential development in traditional subdivisions with a moderate density averaging 2 units per acre. Conditional uses include duplexes and townhomes, among others.
- District 4 - Historic Residential Neighborhood.** This district preserves and protects residential neighborhoods within the city's historic district and core. These neighborhoods, while containing some multi-family and single-family attached units, are mostly comprised of historic single-family detached homes. Densities are relatively high, with lot sizes generally less than 30,000 sq. feet. Conditional uses include duplexes, multi-family units, and townhomes, among others.
- District 5 - Village Core.** This district preserves and protects the historic and commercial core of Hudson. The district encourages compact and pedestrian-scale retail, services, mixed-use, and public uses. New development must reflect the appearance, form, pattern, and design of the historic district, and to the extent possible, preserve and protect natural landscape qualities.
- District 6 - Western Hudson Gateway.** This district provides commercial and industrial development opportunities along the western border. Permitted uses encourage the development of high-quality office and industrial parks that can benefit from easy access to Route 8. The district also includes significant wetlands and natural features, and regulations intend to preserve these through integration into new projects.
- District 7 - Outer Village Commercial Corridor.** This district provides for retail, office, and service uses along Route 91 that serve both the immediate residential neighborhoods as well as the greater community.
- District 8 - Industrial/Business Park.** This district contains the bulk of commercial and industrial development areas in Hudson. Permitted uses encourage the development of large-scale office, industrial, and business parks. Retail and restaurants are permitted but with stricter requirements.
- District 9 - Darrowville Commercial Corridor.** This district permits neighborhood-scaled retail and service business uses along the southern Route 91 gateway. It respects the boundaries of the historic Darrowville Village and is distinguishable from suburban style development to the south in Stow and office/industrial zoning to the north.
- District 10 - Ravenna Road Corridor.** This district provides for a mixture of large-lot residential units (1 unit per 2.5 acres) with small-scale commercial uses that are not in conflict with those allowed in the city core and along Route 91.

### Overlay Districts

- Hike Bike Senior Housing Overlay.** This overlay within the southern portion of the Industrial/Business Park zone facilitates development of senior housing capitalizing on access to the Hike Bike Trail.
- Office Overlay.** This overlay within the northern portion Outer Village Commercial Corridor district provides for office uses that can protect and buffer residential uses to the north and reinforce retail uses to the south.





## OTHER DEVELOPMENT CONTROLS

In addition to use and density, the City's Land Development Code also regulates the design and appearance of structures, signage, subdivision development, parking, and landscaping. These regulations impact the character and quality of life within Hudson, and are important to discuss.

## ARCHITECTURAL & DESIGN STANDARDS

The Architectural and Design Standards were developed to preserve a high-quality built environment. Only development proposals that comply with the standards shall be approved by the Architectural and Historic Board of Review, although the board may utilize discretion and waive any requirement only if they feel that the project fulfills the intent/vision of the standards.

The standards apply to the exterior of the building, including massing, roof, façade, signs, siting, landscaping, street orientation, and building materials and colors. All sides of the building are reviewed; however, those publicly viewable are held to a higher standard. The design standards specify a variety of regulations that must be followed by all buildings, including that the main door should be visible from the street, no public facing walls can be blank, attached garages may not face the street, and residential structures in proximity to each other shall not look alike. Standards are also written for commercial and industrial structures.

For more detailed information regarding the importance of maintaining and enforcing codes, enforcement of regulations, and maintenance of homes, please see the **Chapter 5: Land Use & Development Plan.**

## SIGN REGULATIONS

Section I207.17 of the Land Development Code, as well as Part V of the Architectural and Design Standards within Appendix D of the Land Development Code, regulate signage within the city. The regulations were enacted to enhance and protect the physical appearance of the community, promote and maintain visually attractive areas, and mitigate distraction and confusion. A variety of regulations, including materials, design, height, and function are articulated. Prohibited signs include roof signs, billboards, advertising flags, marquees, electronic reader boards, kiosk signs, internally illuminated signs, and flashing or moving signs.

## SUBDIVISION REGULATIONS

Section I208 of the Land Development Code regulates subdivisions within Hudson. The purpose of such regulations are to provide reasonable design standards that can foster efficient and orderly growth, coordinate public improvements with private developments, encourage development practices compatible with nearby development patterns, encourage high quality development that can minimize disruptions to the environment, and reflect and implement city policy. Regulations cover a range of topics from design to construction to maintenance.

## PARKING REGULATIONS

Both Part 4, Title 8, Chapter 4.25 of the City's Code of Ordinances and Section I207.12 of the Land Development Code address parking. Regulations seek to prevent or alleviate congestion, minimize effects of vehicles on adjacent properties, enhance parking areas with landscaping, and promote public safety and welfare. All new developments (other than single family homes and duplexes) are required to submit a parking plan for approval. Parking lots are required to be developed in accordance with district zoning regulations, minimize the visual impact of parked cars as viewed from public right-of-ways, include landscaping treatments between the parking lot and the right-of-way, and provide pedestrian connections to nearby sidewalks and paths.

The number of off-street parking spaces required depends on usage. For example, a restaurant is required to have one space for each two seats of seating capacity while a public building is required to have one space for each 200 square feet of floor area. Shared parking facilities are strongly encouraged and are permitted if multiple uses cooperate to establish and operate these facilities.

## LANDSCAPING REGULATIONS

Section I207.04 of the Land Development Code regulates landscaping and buffering of land in order to provide attractive views from roads and adjacent properties, screen from visually unattractive uses, and require screening between incompatible land uses. Regulations provide direction on buffer-yards, berms, general landscaping, types of plantings allowed, and parking lot landscaping, often varying by land use, building size, and/or zoning district.

## DEMOGRAPHIC SUMMARY

	2000 Actual	2010 Actual	2014 Estimated	2019 Projected
Population	22,430	22,262	21,746	21,429
Households	7,357	7,620	7,493	7,402
Families	6,348	6,301	6,149	6,039
Average Household Size	3.01	2.87	2.85	2.84
Median Age	38.9	42.4	44.0	44.6

## HOUSEHOLDS BY INCOME

	2014 Estimated	2019 Projected
<\$15,000	321	229
\$15,000 - \$24,999	242	141
\$25,000 - \$34,999	298	195
\$35,000 - \$49,999	472	346
\$50,000 - \$74,999	877	733
\$75,000 - \$99,999	827	854
\$100,000 - \$149,999	1,337	1,433
\$150,000 - \$199,999	1,441	1,544
\$200,000+	1,678	1,927
Median Household Income	\$121,789	\$139,124
Average Household Income	\$152,787	\$172,987
Per Capita Income	\$52,807	\$59,957

Source: ESRI Business Analyst, Houseal Lavigne Associates  
Note: 2010 data is unavailable

## POPULATION BY AGE

	2010 Actual	2014 Estimated	2019 Projected
0 - 4	1,053	942	968
5 - 9	1,786	1,355	1,308
10 - 14	2,227	2,029	1,761
15 - 19	2,206	2,118	1,960
20 - 24	661	1,137	1,023
25 - 34	1,135	1,298	1,708
35 - 44	2,986	2,295	2,080
45 - 54	4,389	3,876	3,396
55 - 64	3,187	3,657	3,694
65 - 74	1,352	1,770	2,227
75 - 84	834	783	844
85+	446	486	460

Source: ESRI Business Analyst, U.S. Census, Houseal Lavigne Associates

## RACE & ETHNICITY

	2010 Actual	2014 Estimated	2019 Projected
White Alone	20,644	19,917	19,278
Black Alone	282	284	292
American Indian Alone	20	20	20
Asian Alone	966	1,132	1,378
Pacific Islander Alone	4	4	4
Some Other Race Alone	57	65	79
Two or More Races	289	324	378
Hispanic Origin (Any Race)	378	448	558

Source: ESRI Business Analyst, U.S. Census, Houseal Lavigne Associates

## TRENDS: 2014-2019 ANNUAL RATE

	%
Population	-0.29%
Households	-0.24%
Families	-0.36%
Owner HHs	-0.23%
Median Household Income	2.70%

Source: ESRI Business Analyst, U.S. Census, Houseal Lavigne Associates

## DEMOGRAPHIC & MARKET ANALYSIS

An analysis of the City of Hudson's demographic and market conditions was conducted to guide the planning process and policy recommendations. Each section presents and assesses current trends, notes important market implications, and, to the extent possible, makes projections for future growth and development opportunities. Collectively, this information provides a snapshot of Hudson's current and projected competitive position within the broader region.

Data for this study were acquired from a variety of sources, including the City of Hudson, Summit County, the State of Ohio, the 2009-2013 American Community Survey (ACS), the 2000 and 2010 U.S. Censuses, and ESRI Business Analyst, a nationally recognized provider of business and market data.

For purposes of clarification, data from 2000 and 2010 are actual figures from the U.S. Census. 2009-2013 American Community Survey data reflects a five year average based on surveys conducted by the U.S. Census Bureau during that time period. 2014 and 2019 data are estimates and projections developed by ESRI. In all cases, the figures presented in this chapter are the most recent available.

## DEMOGRAPHICS

This section provides an overview of key demographic factors within the city, such as population, age, income, race, and ethnicity.

### POPULATION

Hudson's population has slightly declined and this trend is projected to continue. Between 2014 and 2019 the city's population is projected to decline by approximately 300 people or .29%. This follows a loss of nearly 500 residents between 2010 and 2014. Correspondingly, the city is also experiencing a decline in total households as well, though at a slightly lower rate (.24%) given overall decreasing household sizes, which is reflective of a national trend. In comparison, the county is expected to experience about .05% annual growth.

It is important to clarify that: (a) the total number of households in a city will typically be less than the total number of dwelling units due to vacancy, and (b) those living alone in institutions (e.g. nursing home, hospice, etc.) are counted in population and household numbers, but not family numbers as they live alone. In 2010, 0.4% of Hudson's population lived in an institutional facility.

### INCOME

Incomes are rising and are considerably higher than the County. The city's 2014 median household income is estimated at \$121,789, approximately 2.5 times greater than that of the County at \$47,761. By 2019 the city's median household income is projected to be \$139,124 with more than one quarter of all city households earning \$200,000 or more.

### AGE

The population is aging. The city's 2014 median age is estimated at 44.0 years. Between 2010 and 2019, the median age is projected to have risen from 42.4 years to 44.6 years. This is somewhat older than the county population which is currently at 40.8 years increasing to 41.5 years by 2019.

Age cohorts gaining in share of the overall population are those 55 years and over, with declines in younger residents under 20 years and those in the middle of the spectrum between 35 years and 54 years. For the most part, this mirrors county trends as well, though the city is experiencing a faster rate of growth in older age cohorts.

### RACE & ETHNICITY

The population diversity's racial and ethnic is projected to stay relatively unchanged. While declining very slightly, 90% of the city's population is identified as white by the U.S. Census. The Asian population is projected to experience the greatest growth, rising from 4.2% of the total population in 2010 to 6.4% by 2019.

Similarly, the city's Hispanic population is expected to increase its population share from 1.7% to 2.6% between 2010 and 2019. For purposes of clarification, the U.S. Census considers Hispanic an ethnicity and not mutually exclusive with racial categories. For example, a resident may identify as both Black AND Hispanic.

## MARKET IMPLICATIONS

By 2019, the city's population is expected to be slightly smaller than it is today; however, it will also be slightly older and wealthier. These demographic changes may affect the market in several ways:

- Rising incomes increase demand for retail goods and services, helping to facilitate small business growth. Additionally, higher income levels increase the ability to market the City to prospective retailers and developers, who often base siting of new locations on income levels.
- The aging of the population and growth of the senior population may require a more senior-friendly housing stock of multi-family, townhome, and senior living options, as well as increased accessibility to health and medical services.
- Key assets, particularly the school system and public safety, need to be promoted and leveraged to attract and retain young families. Not only is this important to maintaining a vibrant community, it sustains market demand for the homes of empty-nesters seeking to downsize or move to retirement housing.

## EMPLOYMENT

This section highlights key aspects of the City of Hudson's economy, including employment levels, key regional employers, industry sizes, employment density, and the inflow/outflow of workers into the city.

### TOTAL EMPLOYMENT

Total employment has declined. Based on information from the U.S. Census Bureau, total employment in 2011 was 10,776, a decrease from more than 13,000 in 2006.

### INFLOW & OUTFLOW

Nearly all of Hudson's residents and workers are commuters. Each day, the majority of employed residents commute from Hudson to a variety of destinations throughout the region. At the same time, approximately 13% of residents live and work in Hudson with nearly 87% of jobs filled by non-residents.

### EMPLOYMENT BY INDUSTRY

The city contains a healthy mixture of industries, with no one sector considered dominant. Hudson's largest industry in 2011 (the most recent date that information is available from the U.S. Census) in terms of employment was the Finance and Insurance sector, accounting for roughly 13% of jobs. Other prominent industries include Management of Companies and Enterprises and Educational Services both at (9.5%), Retail Trade (7.7%), Manufacturing (7.4%), and Wholesale Trade (7.3%).

## EMPLOYMENT PROFILE (HUDSON, OHIO) TOTAL PRIMARY JOBS

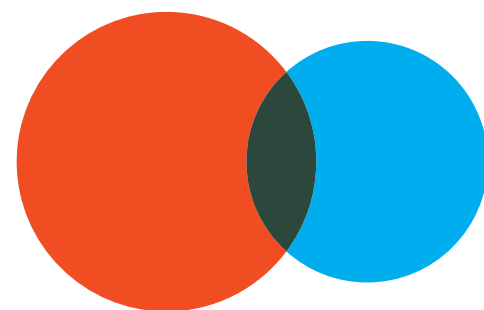
	2006		2007		2008		2009		2010		2011	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
	13,149	100.0%	12,976	100.0%	12,865	100.0%	12,050	100.0%	11,911	100.0%	10,776	100.0%
Agriculture, Forestry, Fishing and Hunting	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	26	0.2%	26	0.2%	22	0.2%	22	0.2%	15	0.1%	12	0.1%
Utilities	33	0.3%	30	0.2%	32	0.2%	32	0.3%	40	0.3%	37	0.3%
Construction	207	1.6%	206	1.6%	187	1.5%	104	0.9%	158	1.3%	161	1.5%
Manufacturing	1,208	9.2%	948	7.3%	879	6.8%	767	6.4%	771	6.5%	798	7.4%
Wholesale Trade	1,101	8.4%	1,177	9.1%	1,096	8.5%	676	5.6%	796	6.7%	744	6.9%
Retail Trade	1,224	9.3%	1,238	9.5%	1,232	9.6%	1,109	9.2%	2,259	19.0%	828	7.7%
Transportation and Warehousing	1,347	10.2%	1,188	9.2%	1,231	9.6%	1,178	9.8%	910	7.6%	609	5.7%
Information	666	5.1%	648	5.0%	462	3.6%	594	4.9%	457	3.8%	420	3.9%
Finance and Insurance	1,844	14.0%	1,857	14.3%	1,890	14.7%	1,726	14.3%	1,382	11.6%	1,369	12.7%
Real Estate and Rental and Leasing	80	0.6%	91	0.7%	76	0.6%	74	0.6%	44	0.4%	40	0.4%
Professional, Scientific, and Technical Services	690	5.2%	844	6.5%	961	7.5%	925	7.7%	877	7.4%	741	6.9%
Management of Companies and Enterprises	589	4.5%	567	4.4%	672	5.2%	599	5.0%	287	2.4%	1,026	9.5%
Administration & Support, Waste Management and Remediation	633	4.8%	556	4.3%	527	4.1%	477	4.0%	523	4.4%	519	4.8%
Educational Services	981	7.5%	1,022	7.9%	953	7.4%	1,048	8.7%	897	7.5%	1,028	9.5%
Health Care and Social Assistance	961	7.3%	963	7.4%	1,015	7.9%	1,198	9.9%	890	7.5%	826	7.7%
Arts, Entertainment, and Recreation	330	2.5%	296	2.3%	307	2.4%	271	2.2%	248	2.1%	244	2.3%
Accommodation and Food Services	763	5.8%	821	6.3%	815	6.3%	733	6.1%	915	7.7%	837	7.8%
Other Services (excluding Public Administration)	357	2.7%	387	3.0%	397	3.1%	391	3.2%	341	2.9%	401	3.7%
Public Administration	109	0.8%	111	0.9%	111	0.9%	126	1.0%	101	0.8%	136	1.3%

Source: U.S. Census, Houseal Lavigne Associates

## MARKET IMPLICATIONS

While largely a bedroom community, the City of Hudson has a diverse mix of industries and jobs. This diversification of the economy and tax base is unique from many other communities and makes it less susceptible to market fluctuations within particular industries. In addition, activity generators and destinations such as the Downtown and the Academy position the city well for additional private investment.

## INFLOW/OUTFLOW JOB COUNTS (2011) HUDSON



- **9,348** - People who Work in Hudson, but Live elsewhere
- **7,546** - People who Live in Hudson, but Work elsewhere
- **1,428** - People who Live and Work in Hudson

## HOUSING

This section provides an overview of Hudson's housing market, including the number of units, type, tenure, age, and value. Additional discussion pertaining to Hudson's Growth Management Plan and the construction of new homes is contained in the Housing and Neighborhoods section of this report.

### TOTAL UNITS

The total number of housing units remains stable. The City currently contains 7,776 housing units of which 7,587 (98%) are occupied.

### TYPE & TENURE

The average City of Hudson home is an owner-occupied, four-bedroom single family detached home (57% of housing stock). The majority of units are single family detached (87%). A smaller number of owner occupied units consist of town-homes and condominiums for a total owner occupied percentage of 88% with the remaining 12% of occupied housing units being rented. This includes all housing types.

Compared to Summit County, Hudson's housing market contains a greater orientation towards owner occupied housing but with fewer housing options. For example, one-third of units in the county are rentals (vs. 12% in the city) and only 71% are single-family detached homes (vs. 87% in the city).

The vacancy rate is low. The vacancy rate for housing units in Hudson is reported at 2% of total units while the county stands at approximately 10%.

### VALUES

Home values are rising. The city's 2014 median home value is estimated at \$302,500 and projected to continue to rise by approximately 3% in 2015 and continue to rise over the next several years. In both current and projected price, Hudson's median home value is estimated to exceed that of the county.

A comparison of the city's housing stock composition by value in both 2014 and 2019 depicts this increase in value. Cohorts projected to increase their share of the market are found at the higher end of the spectrum (>\$300,000) with lower end cohorts decreasing in share.

### AGE

The city's housing stock is relatively new. Approximately 70% of the city's housing stock was constructed after 1970 with the highest percentage (22%) constructed between 1990 and 2000. By comparison, roughly 60% of the County's housing stock was built prior to 1970.

## HOUSING OCCUPANCY

Total housing units	7,776	100%
Occupied housing units	7,587	97.6%
Vacant housing units	189	2.4%

## UNITS IN STRUCTURE

Total housing units	7,776	100%*
1-unit, detached	6,783	87.2%
1-unit, attached	307	3.9%
2 units	14	0.2%
3 or 4 units	148	1.9%
5 to 9 units	54	0.7%
10 to 19 units	18	0.2%
20 or more units	452	5.8%

\*Note: The Census data presented in this table has been manually adjusted. The 48 homes reported as mobile homes have been consolidated with 1-unit detached. The City does not contain any mobile homes.

## YEAR STRUCTURE BUILT

Total housing units	7,776	100%
Built 2010 to 2012	17	0.2%
Built 2000 to 2009	464	6.0%
Built 1990 to 1999	1,735	22.3%
Built 1980 to 1989	1,651	21.2%
Built 1970 to 1979	1,632	21.0%
Built 1960 to 1969	796	10.2%
Built 1950 to 1959	578	7.4%
Built 1940 to 1949	207	2.7%
Built 1939 or earlier	696	9.0%

Source: U.S. Census (ACS) 2009-2013 averages, Houseal Lavigne Associates

## HOUSING TENURE

Occupied housing units	7,587	100%
Owner-occupied	6,658	87.8%
Renter-occupied	929	12.2%

## VALUE

Owner-occupied units	6,658	100%
Less than \$50,000	115	1.7%
\$50,000 to \$99,999	123	1.8%
\$100,000 to \$149,999	302	4.5%
\$150,000 to \$199,999	510	7.7%
\$200,000 to \$299,999	2,546	38.2%
\$300,000 to \$499,999	2,367	35.6%
\$500,000 to \$999,999	649	9.7%
\$1,000,000 or more	46	0.7%
Median (dollars)	289,900	(X)

## YEAR HOUSEHOLDER MOVED INTO UNIT

Occupied housing units	7,587	100%
Moved in 2010 or later	693	9.1%
Moved in 2000 to 2009	3,208	42.3%
Moved in 1990 to 1999	2,163	28.5%
Moved in 1980 to 1989	936	12.3%
Moved in 1970 to 1979	397	5.2%
Moved in 1969 or earlier	190	2.5%

## MARKET IMPLICATIONS

Overall, the City has a high quality and stable housing market. Key housing market implications include:

- The majority of housing in the City is owner occupied single family homes, with fewer options for rental and/or multi-family products.
- The market is steadily improving. While Hudson was impacted by the downturn in the market similarly to other areas of the region and country, the market in general has been stable and steadily improving.
- Rising values and a relatively stable home sales market reflect the attractiveness of the city's housing stock and the desirability of living in Hudson. At the same time, some lower income residents and workforce professionals may face affordability issues and access to quality housing as properties continue to increase in value.



# A VISION FOR HUDSON

*The Vision Statement paints a picture of what Hudson will look like in the future. It is written as a retrospective in the year 2025, chronicling the accomplishments and achievements that have occurred in the City since approval of the Comprehensive Plan and Downtown Phase II Plan in 2015. The statement incorporates the most central ideas and themes discussed throughout the community outreach process.*





## IN 2025...

In the year of 2025, Hudson remains a special place and one of Ohio's historic jewels. Peaceful tree-lined neighborhoods, scenic expanses and natural features, world-class educational opportunities, and a vibrant Downtown continue to attract and retain residents, businesses, and visitors from across the country. New residential and commercial development has been incremental and carefully managed, and the function and appearance of all new development is in keeping with the "small town" character and charm that residents cherish so deeply.

Downtown Phase II is a huge success and has contributed greatly to Downtown's continued exciting atmosphere – the office space component is fully occupied and higher-density residential units have helped seniors and young professionals remain in the community while adding activity to the Downtown. The construction of new centralized municipal facilities has boosted civic pride and increased operational efficiency. New gateway signage welcomes visitors to Hudson and communicates a positive first impression.

Neighborhoods continue to be attractive, well-designed, and integrated with natural features. New sidewalks, trails, and pathways link subdivisions with parks, schools, and Downtown Hudson. In warmer months, kids safely bike to a ball fields at Barlow Farm Park or Hudson High School, families walk to grab lunch, and seniors walk and jog on sidewalks and trails that connect to an extensive regional trail network. The 2015 Comprehensive Plan's emphasis on diversifying the housing stock has strengthened the community as well as the ease and desirability of living in Hudson. While single family detached homes remain the most common housing type, a mixture of high-quality duplexes, town homes, apartments, and condominiums have allowed seniors to age in place and young families and professionals to move into the community.

Downtown Hudson is the heart of the community, thriving with a mixture of retail, civic, office, and residential uses. It offers the most quaint and high-quality shopping and dining experience in Summit County, as well as providing centrally-located office space in a walkable environment. New streetscape enhancements including trees, benches, and signage have improved the pedestrian atmosphere, increased the appeal of Main Street's older commercial stock, and better integrated Main Street with First and Main and Downtown Phase II.

The "Building 7" site, which was repurposed as a temporary public park and activated with public art, has been redeveloped into a new mixed-use structure, adding to the Downtown fabric. Monthly walking tours throughout the Downtown and town core highlight historic buildings and educate/celebrate the city's history and architecture. Anyone can find something to do Downtown, from a family of five to a senior citizen to an international student attending the Western Reserve Academy.

Downtown Hudson has been bolstered by a public-private partnership that redeveloped the area west of First and Main. New office space has increased the city's tax base and added new foot traffic to the Downtown area. The design of these offices blends in seamlessly with existing development, and an iconic focal point capitalizes on the terminating vista at the intersection of Clinton Street and Morse Road, creating a unique sense of place. Several former industrial properties north of Owen Brown Street and south of the Villas of Hudson have been redeveloped into a new high-density neighborhood. These homes are in high-demand given their walkability to Downtown, and they have attracted a blend of young professionals, young families, empty nesters, and senior citizens. In the face of new development, Downtown Hudson has maintained its quaintness and small-town charm.





Hudson's public and private schools remain one of the top draws to living in Hudson. The Hudson School District is recognized as the best public school district in the State of Ohio, and Hudson High School and Western Reserve Academy continue to produce graduates that attend some of the most prestigious universities and colleges in the world. A variety of well-regarded private elementary schools also contribute to an environment of academic excellence. The Hudson Library and Historical Society remains the intellectual anchor of the community, and has been consistently recognized as a national "five star" library by the Library Journal for more than fifteen years.

Hudson's reputation for business friendliness has improved, but the city has been mindful to balance new commercial and industrial development with preservation of local character. Marketing of the city's competitive incentive packages, excellent quality of life, high speed broadband infrastructure, and access to well-educated workers has drawn in a diversity of new businesses and well-paying jobs to the city. The Hudson Crossing and Georgetown Road office/industrial parks are at capacity, and the eco-industrial Seasons Green Park is well-known for cutting edge green research and advanced energy technology. South Main Street, Darrow Road, and West Streetsboro Street continue to support the day-to-day shopping needs of residents and non-residents alike.

Getting from one part of town to another is now easier than it once was. New intelligent traffic lights were installed at the intersection of Routes 91 and 303, allowing more flexible and efficient movement of traffic during peak periods. Grade separations at Hines Hill Road and Stow Road have eliminated traffic delays as a result of freight trains. Pedestrian activity has increased as a result of new sidewalks, trails, and pathways. Whereas the populated parts of the former township were once disconnected from the town core, pedestrian improvements along Route 303, Boston Mills Road, Middleton Road, and Route 91 have knit together the community and made Hudson's neighborhoods more connected.

Today as much as ever, parks and recreation facilities are an important recreational, aesthetic, and social component of Hudson. A network of large, medium, and small parks provides both active and passive recreation opportunities to residents; the new Community Center has been extremely well received, and its recreational features are popular evening and weekend destinations.

The City continues to work with both Summit County Metro Parks and residents to prioritize park improvements to ensure that the benefits of its parks and recreation facilities are "endless." Two trail developments are particularly exciting for Hudson residents. The completion of Veteran's Trail and a new connection between the Hike Bike Trail and Towpath Trail have made it possible to bike non-stop from Downtown Hudson to Cleveland or Akron, through the Cuyahoga Valley National Park. Several other trail segments have been completed as well, linking neighborhoods to one another.

Local governance continues to be recognized for transparency, effectiveness, and fiscal responsibility. The relocation of administrative operations to a new City Hall next to the Fire Department, Police Department, and Barlow Community Center has created a civic campus and increased efficiency of operations. A bond rating of AAA, the highest possible, continues to be achieved thanks to prudent budgeting and long-range planning. While the 2015 Comprehensive Plan was instrumental in shaping Hudson into the community it is today, it has finally outlived its useful life. Now, the community is developing a new Comprehensive Plan, with an eye on 2035.



# LAND USE & DEVELOPMENT PLAN

Land use and development patterns have significant implications on the appearance, character, form, and function of the community. Over the past decades, Hudson's built environment has been meticulously managed and the community's attractive and historic physical character is its most defining feature.

The Land Use and Development Plan identifies desired future land uses for all areas within the City of Hudson and provides a framework to guide future planning and land use policy decisions. At its core, it represents a continuation of, and not a departure from, Hudson's past planning efforts in 1995 and 2004. However, these efforts have been updated and adapted in this Plan to accommodate changing market and demographic trends and the evolving views of the community.

The Land Use & Development Plan is composed of three main parts:

- The **Land Use Plan**, detailing community-wide land use;
- The **Residential Areas Framework Plan**, detailing policies and recommendations for residential areas, character areas, housing types and tenures, and the existing Growth Management Allocation System;
- The **Commercial & Employment Areas Framework Plan**, detailing policies and recommendations for the City's major commercial and employment areas, including Downtown Hudson, commercial corridors, office areas, business parks, and industrial areas.

## GOAL & RECOMMENDATIONS

Support a healthy balance of land uses that can continue to make Hudson an attractive place to live and work, and carefully manage new growth and investment to ensure preservation of the community's historic character and small-town charm.

- Support the creation and maintenance of stable residential neighborhoods, ranging from medium or large lot single family homes to small lot single family detached homes, duplexes, townhomes, condominiums, and apartments.
- Enhance Downtown Hudson as the physical, cultural, and social heart of the community and an exciting mixed-use environment.

- Concentrate commercial corridor uses at key nodes along Route 303 and 91.
- Support the creation and maintenance of offices, industrial areas, and business parks of varying sizes that can accommodate a diverse array of industries, support well-paying jobs, and generate new tax revenue.
- Support the creation and maintenance of an integrated network of parks and open spaces that preserve Hudson's rural heritage, protect the natural environment and health of the community, and allow for recreational opportunities.
- Prioritize development in areas of Hudson that are already served by infrastructure and services before investing in underserved areas.

- Prevent the premature or unnecessary conversion of farmland or rural residential areas.
- Support the mission of the Western Reserve Land Conservancy and the usage of conservation easements to prevent development of environmentally sensitive and rural areas.
- Direct new residential and non-residential development to areas planned for such uses within the Land Use Plan, so that future land patterns maximize the efficiency of public services and protect and reinforce existing land uses.
- Continue to rigorously evaluate development proposals to ensure the intensity of any new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies.

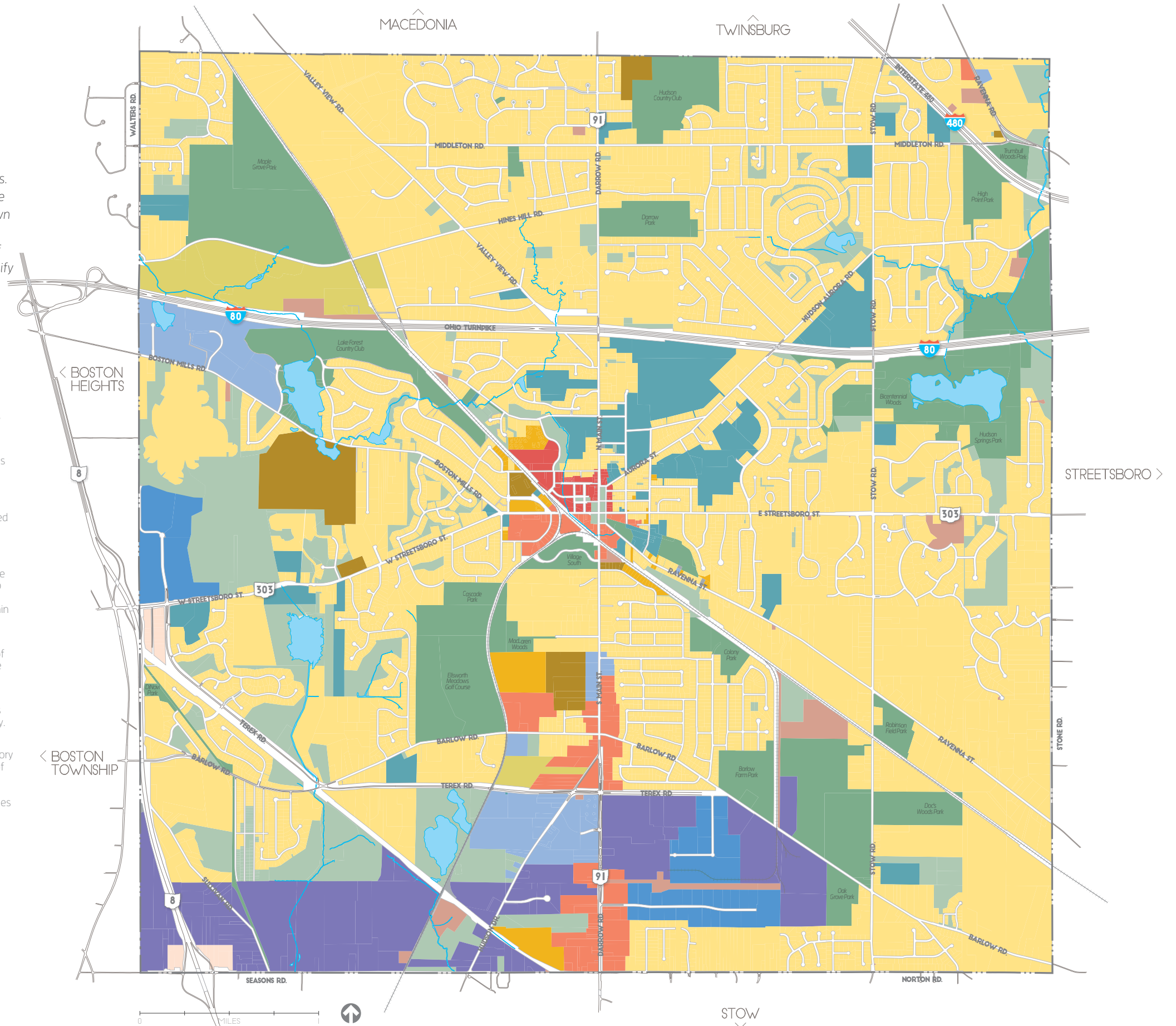
- Promote the use of Best Management Practices (BMPs) and Smart Growth planning and construction techniques for new development and redevelopment sites.
- Continue to ensure new development reflects the scale of existing development within Hudson.
- Continue to ensure that new developments utilize quality building materials and employ an architectural design that is in keeping with the existing character of the community.
- Pursue the highest and best use for the YDC site.

# LAND USE PLAN

The Land Use and Development Plan identifies desired future land uses for all areas within the City of Hudson and provides a framework to guide future planning and land use policy decisions. It supports a healthy balance of land uses that can continue to make Hudson an attractive place to live and work, while preserving Hudson's historic character and small-town charm. Downtown Hudson remains the heart of the city, with commercial and office uses clustered along main corridors. Stable and peaceful single family detached neighborhoods are the "building block" of the community, with an adequate mixture of smaller and denser residential units to help diversify the stock. Employment areas in the south accommodate a diverse array of businesses and support well-paying jobs.

## MAP KEY

- Single Family Detached**  
Single Family Detached homes are stand-alone housing units with one unit per parcel and are the predominant land use within Hudson.
- Single Family Attached**  
Single Family Attached homes include townhomes, rowhomes, or duplexes, and should be mostly located within or near Downtown Hudson, major corridors, and commercial areas.
- Multi-Family**  
Multi-Family residences include apartments, condominiums, and senior housing. They should be located within or near Downtown Hudson, major corridors, and commercial areas, and should be in keeping with the quality and appearance of Hudson's neighborhoods.
- Core Mixed-Use**  
The Core Mixed-Use area comprises Downtown Hudson and consists of a blend of uses within a vibrant and walkable environment.
- Commercial**  
Commercial uses include a range of uses that provide for the day-to-day retail and service needs, including restaurants, retail shops, entertainment venues, grocery stores, and service uses. Office uses are also supported within the commercial designation, where appropriate.
- Interchange Commercial**  
The Interchange Commercial designation accommodates commercial uses near Route 8 interchanges at Route 303 and Seasons Road. These areas are oriented towards a more regional and automotive audience than other commercial areas of the community.
- Office**  
Office uses are composed of professional offices and medical uses. It is also appropriate for office uses to be found within areas designated as Commercial and Business Park Flex on the Land Use Map.
- Business Park Flex**  
The Business Park Flex designation accommodates many of Hudson's business parks that permit a blend of light industrial and office uses within a subdivision-like or campus-like setting.
- Industrial**  
Industrial uses include higher-intensity land uses such as processing, manufacturing, storage, or distribution of goods.
- Parks and Recreation**  
Parks and Recreation areas include grounds used for active recreation, including parks, athletic fields, trails, playgrounds, and golf courses.
- Open Space**  
Open Spaces are natural areas that are set aside for conservation purposes, are not conducive to development due to flooding or topographical issues, and/or provide passive green space within a subdivision or development.
- Public/Semi-Public**  
The Public/Semi-Public land use is composed of institutions and community facilities that define Hudson's overall quality of life.
- Utilities / Rail**  
Utilities and railroad rights-of-way and facilities provide critical infrastructure throughout the city.
- Flex**  
The Flex designation is a special land use category reserved for two properties owned by the City of Hudson whose future use will be dictated by a combination of the City's administrative and operational needs as well as community attitudes and market forces.



## KEY CONSIDERATIONS

### FUTURE USE

The Land Use and Development Plan assigns a desired future use for each parcel within the City of Hudson to produce a “full build-out” scenario. In some cases, a future use is different from an existing use. This does not necessarily mean that the City is proactively advocating for that parcel to become that future use, or that the property will become that use during the life of this Comprehensive Plan. Development or redevelopment will be slow and incremental, and it is likely that full build-out will never be achieved. Instead, the future designations helps the City understand what the area should become, piece-by-piece, if it was to be developed or redeveloped in the near future.

### FLEXIBILITY

It should be underscored that the Land Use and Development Plan is a general guide for growth and development of Hudson and serves as a foundation for future decision making; it is not a site-specific development plan. It remains flexible enough to allow for creative approaches to land development that are consistent with the policies and guidelines included in the Comprehensive Plan.



## LAND USE CATEGORIES

### SINGLE FAMILY DETACHED

Single-Family Detached homes are currently, and are expected to remain, the predominant land use and housing type within Hudson. They are stand-alone housing units with one unit per parcel, typically found within subdivisions. They should largely be owner-occupied. The size of single-family detached homes and the lots on which they sit varies widely within the community, from historic homes on smaller lots in the City’s core to more suburban and rural homes on larger lots in the outskirts of the community. The category also includes agricultural heritage properties, or large parcels containing a single family detached home but with active agricultural operations.

The Residential Areas Framework Plan provides more nuance and analysis on the different types of single family detached homes. Neighborhoods should be well-served by the City’s key institutions, and connected to one another and key destinations via sidewalks, trails, and/or pathways.



### SINGLE FAMILY ATTACHED

Single Family-Attached homes consist of structures containing multiple single family dwellings, each sharing a common wall with at least one adjacent dwelling but maintaining their own separate entrance. Examples include townhomes, rowhomes, or duplexes. Generally, the size and cost of attached units makes them attractive to younger, older, or smaller households (e.g. young professionals, young families, empty nesters, and retirees). Single family attached units should mostly be located within or near Downtown Hudson, major corridors, and commercial areas; however, siting within residential subdivisions is also appropriate.



### MULTI-FAMILY

The multi-family land use consists of structures with multiple housing units that utilize common entrances and hallways and shared building amenities. Examples of multi-family residential developments include apartments, condominiums, and senior housing. Single family attached units should mostly be located within or near Downtown Hudson, major corridors, and commercial areas; however, siting within certain residential subdivisions is also appropriate. Multi-family structures should be tastefully designed and in keeping with the quality and appearance of Hudson’s other residential units.



### CORE MIXED-USE

The Core Mixed-Use area comprises Downtown Hudson and consists of a blend of uses within a vibrant and walkable environment. It includes both privately owned buildings as well as those public buildings that fall within Downtown, such as Town Hall and the Hudson Library and Historical Society. Some buildings within this designation are mixed-use, typically two or three story buildings with restaurant, retail, and service uses on the ground floor and office or residential uses on upper floors. Buildings should be built to the front property line, with parking provided in the rear, to enhance the area’s character and walkability.



## COMMERCIAL

Commercial uses include a range of uses that provide for the day-to-day retail and service needs, including restaurants, retail shops, entertainment venues, grocery stores, and service uses. Office uses are also supported, although depending on their size and intensity, they may be more suitable for Office and/or Business Park Flex areas. The size and scale of most of Hudson's Commercial uses tend to cater more to a local than a regional audience, outside of the Downtown area and near the Route 8 interchanges.

The design and siting of Commercial buildings should be in keeping with the desired community character and aesthetic, and big box development should be discouraged. While most Commercial uses are auto-oriented in design, they should also be pedestrian-friendly and well-connected via sidewalks, trails, or pathways. Mixed-use development may be appropriate in certain locations.

## INTERCHANGE COMMERCIAL

The Interchange Commercial designation accommodates commercial uses near Route 8 interchanges at Route 303 and Seasons Road. These areas are oriented towards a more regional and automotive audience than other commercial areas of the community. The design and appearance of these areas should be in keeping with the character of Hudson and create a positive "gateway" experience, however, the types of uses, scale, and intensity may differ from those found in the heart of the community.



## OFFICE

Office uses are composed of professional offices and medical uses. They tend to be stand-alone buildings between one and three stories in height, ranging in size from a converted singlefamily home along a key corridor to a large office park within a more secluded area, such as the Weldon Case Executive Park. While the Office use designation is separate from the Commercial use designation, it is also appropriate for office uses to be found within areas designated as Commercial and Business Park Flex.



## BUSINESS PARK FLEX

The Business Park Flex designation accommodates many of Hudson's business parks that permit a blend of light industrial and office uses within a subdivision-like or campus-like setting. Examples include Hudson Crossing or Hudson Industrial Parkway. The development of some of Hudson's business parks remains incomplete; the flexibility designation increases the marketability of these locations by providing a flexible approach.



## INDUSTRIAL

Industrial uses include higher-intensity land uses such as processing, manufacturing, storage, or distribution of goods. They are generally concentrated on the southern portion of the city. While these uses create significant jobs and tax revenue, care must be taken to ensure they do not negatively impact traffic flow or the health and stability of nearby residential areas. When adjacent to commercial districts or residential neighborhoods, buffering and screening should be in place to appropriately mitigate potential negative impacts.



## PARKS & RECREATION

Parks and Recreation areas include grounds used for active recreation, including parks, athletic fields, trails, playgrounds, and golf courses. They are often associated with other public uses such as a school and should be integrated, where possible, into the fabric of the nearby area through trails and connections. Ownership varies between private entities, the City of Hudson and Summit County.



## OPEN SPACE

Open Spaces are natural areas that are set aside for conservation purposes, are not conducive to development due to flooding or topographical issues, and/or provide passive green space within a subdivision or development. Open spaces are found throughout the community.



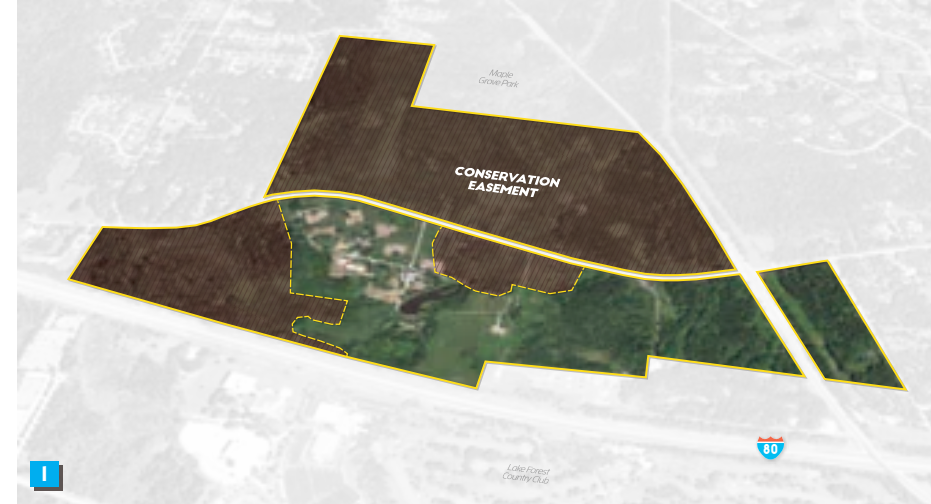
## PUBLIC/SEMI-PUBLIC

The Public/Semi-Public land use is composed of institutions and community facilities that define Hudson's overall quality of life. This use includes both public facilities, such as government facilities and public schools, as well as private facilities such as private schools and religious institutions. Cemeteries are also included within this designation. Public/semi-public land uses and related policies are discussed in more detail in **Chapter 9: Community Facilities & Services Plan**.



## UTILITY/RAIL

Utilities and railroad rights-of-way provide critical infrastructure throughout the city. In addition to needed services, utility and rail rights-of-way also should be leveraged to improve pedestrian mobility and enhance access to parks and open space. Utilities and Rail are discussed in more detail in **Chapter 7: Transportation & Mobility Plan** and **Chapter 9: Community Facilities & Services Plan**.

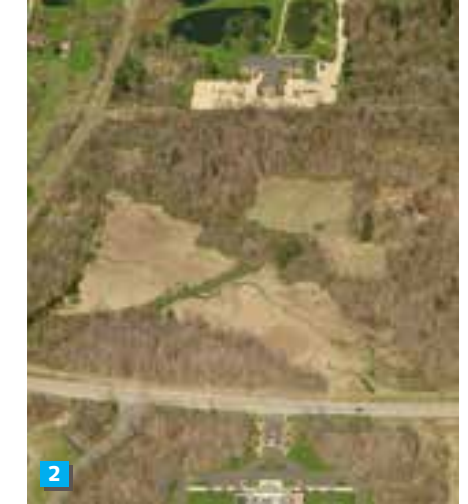


## FLEX

The Flex designation is a special category reserved for two properties owned by the City of Hudson whose future use will be dictated by a combination of the City's administrative and operational needs as well as community attitudes and market forces. The designation allows for the City to maintain flexibility in their future usage, provided that their future usage is appropriate given the properties' surrounding uses. Those properties include:

- Youth Development Center (YDC) Site
- Koberna Property

These properties are discussed in greater detail in **Chapter 9: Community Facilities & Services Plan**.



## 2 KOBERNA PROPERTY

Located near the prominent intersection of Route 91 and Terex Road, this property could accommodate civic, commercial, or office uses.

## 1 YOUTH DEVELOPMENT CENTER (YDC) SITE

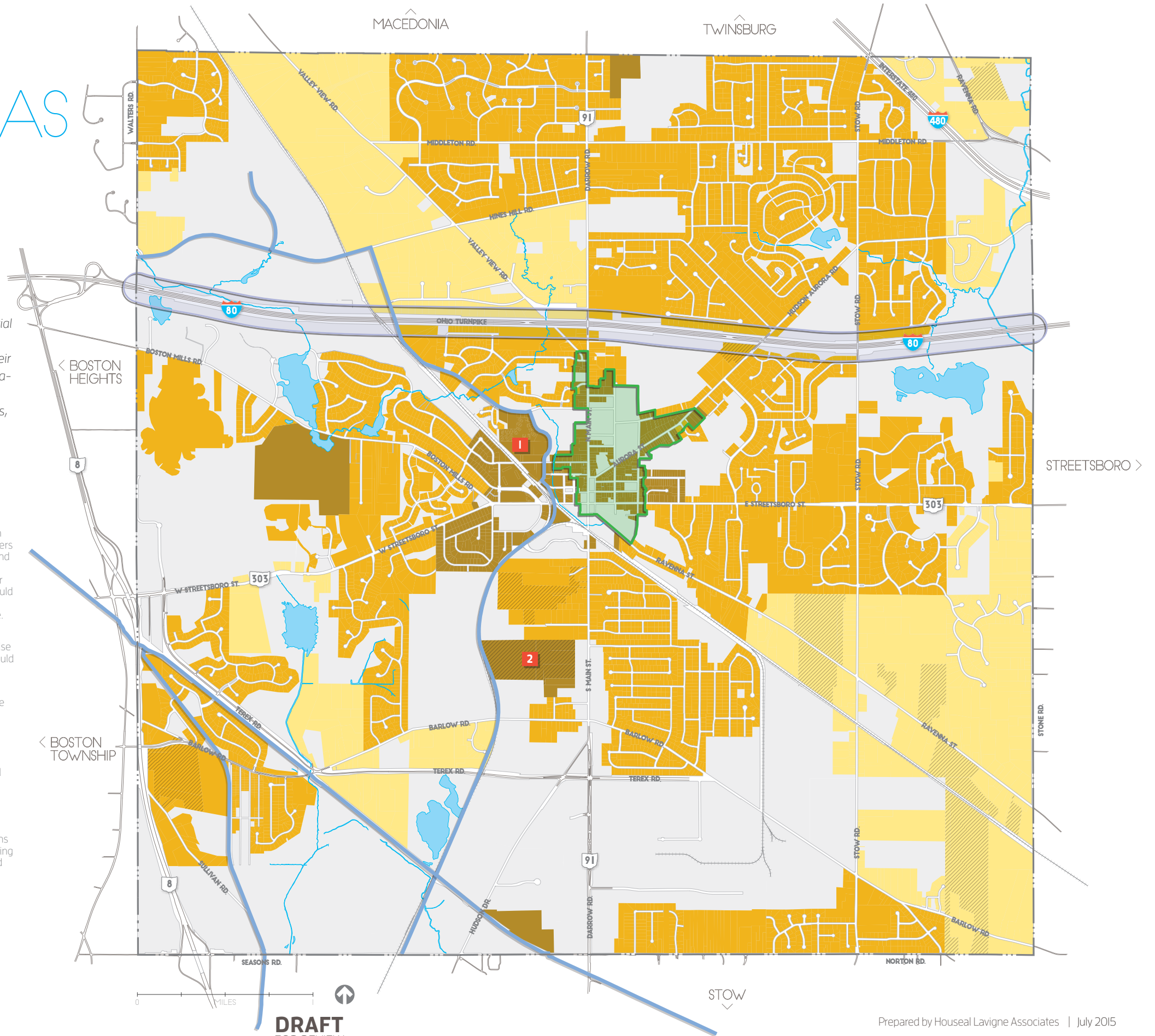
Located in the northwestern part of the city, a conservation easement limits development on much of the site. Given its somewhat remote location, the developable portion could accommodate varied or numerous uses.

# RESIDENTIAL AREAS FRAMEWORK PLAN

Hudson's neighborhoods are the "building blocks" of the community, and their attractiveness, health, and character is vital to the success of the city and everyday quality of life. The Residential Areas Framework Plan provides policies and recommendations that can enhance established neighborhoods while diversifying housing options available to residents at various stages of their life, from young families and millennials to empty nesters and baby boomers. Key recommendations include protecting the unique character of each type of residential area, diversifying the housing stock, regularly and consistently enforcing housing codes, preserving historic properties, abating noise in subdivisions along I-80, encouraging low impact development, and ensuring quality architectural design.

## MAP KEY

- Low Density Residential\***  
Low density residential areas are predominantly defined by rural or agrarian character on the outer fringes of the community, away from the city core. Conversion of these areas into more intense development patterns should be prohibited, and any new development should protect the natural environment and embrace rural character.
- Medium Density Residential\***  
Hudson's moderate density residential areas compose the majority of the city's residential areas and are suburban in character. These areas are suitable for infill development within incomplete subdivisions.
- High Density Residential\***  
High density residential areas are composed of historic small lot single family detached homes, multi-family units, townhomes, and duplexes. New high density development should occur within or near Downtown Hudson, or proximate to regional trails, parks, or commercial areas.
- Non-Residential Areas**
- Historic Preservation District**  
The City should protect this historic district from incompatible development, support home owners in preserving and investing in their properties, and prevent any "demolition by neglect." Efforts to research, document, and promote the character of the area should be encouraged. The City should also support expansion of the district to include currently unprotected homes with historic value.
- Noise Abatement Areas**  
Some neighborhoods near I-80 suffer from noise issues. Vegetation, sound walls, or berms should be implemented to improve quality of life.
- Candidate Sites for Low Impact Development**  
Low Impact Development allows developers the flexibility to cluster residential development in certain portions of a site and leave contiguous areas of stream buffers, wetlands, tree stands, and other assets undisturbed. Should sites that are currently undeveloped but located within residential areas develop over time, they should be candidates for such design.
- Regional Trails and "Trail Oriented Development"**  
New high density development, such as condominiums, apartments, townhomes, and duplexes, should be positioned in select locations along the proposed Veterans Trail and the existing Hike and Bike Trail to maximize recreational and transportation access for residents.
- Proposed Sites for New Higher Density Developments (see page 32 for more detail)**  
Several specific locations suitable for small-lot single family detached, new townhome, duplex, multi-family, condominium, or senior housing units have been identified. An unmet demand for such units exists among young professionals, young families, empty nesters, and seniors.





# RESIDENTIAL AREAS FRAMEWORK PLAN

Hudson's neighborhoods are the "building blocks" of the community, and their attractiveness, health, and character is vital to the success of Hudson and everyday quality of life. Throughout the public outreach process, residents expressed their vision and concerns for the City's residential areas. Building on this input and the recommendations in the Land Use Plan, the Residential Areas Plan provides policies and recommendations that can enhance established neighborhoods while diversifying housing options available to residents at various stages of their life, from young families and millennials to empty nesters and baby boomers.

## GOAL 2 RECOMMENDATIONS

Preserve and enhance the character of Hudson's established neighborhoods while accommodating incremental residential development that can diversify and expand the local housing stock.

- Amend and adjust the Growth Management Residential Development Allocation System to balance continued management of new residential development with increased flexibility and responsiveness to market demands.
- Protect and preserve historic and architecturally significant homes within the city core.
- Evaluate the present boundaries of the historic district and expand the district if appropriate.
- Continue to ensure that all residential development utilize high-quality materials (including construction, repair, alteration, or addition) and conform to an architectural design that is keeping with the existing character of the community.
- Promote residential development and redevelopment of a variety of housing and dwelling unit types, tenures, and densities in accordance with the Land Use Plan.
- Encourage housing development that provides diverse and affordable choices.
- Support the development of "age targeted" housing units that allow Hudson's seniors to age in place and remain in the community.
- Provide developers with the flexibility to cluster residential development in certain portions of a site, thereby leaving larger contiguous areas of stream buffers, wetlands, tree stands, and other assets undisturbed.
- Continue to preserve natural features such as mature trees and green space by integrating them into the overall design of subdivisions.
- Focus the development of higher-density or multi-family units within the greater Downtown area.
- Evaluate changes to the Land Development Code that can allow greater flexibility in designing and developing higher-density homes such as duplexes and townhomes, in targeted areas.
- Preserve existing housing through regular and enhanced code enforcement.
- Work with the Ohio Turnpike and Infrastructure Commission to mitigate interstate noise pollution into adjacent neighborhoods.



## RESIDENTIAL GROWTH MANAGEMENT

The City's current official policy is to manage residential development. Concerned about uncontrolled growth and its impact on local character, service delivery, and infrastructure costs, the City of Hudson and Hudson Township merged on January 1, 1994. Shortly thereafter, the new municipality adopted its first Comprehensive Plan, establishing a framework for controlling population growth and infrastructure costs.

The 2004 Comprehensive Plan recommended that annual population growth be capped at between 1% and 1.5% to maintain pace with the need for infrastructure enhancements. Currently, this rate is enforced through the Growth Management Residential Development Allocation System, by which new residential construction is only permitted in Hudson on lots awarded an allotment. Monitored and controlled by City officials, these allotments are used to limit and control the rate, amount, and location of residential development.

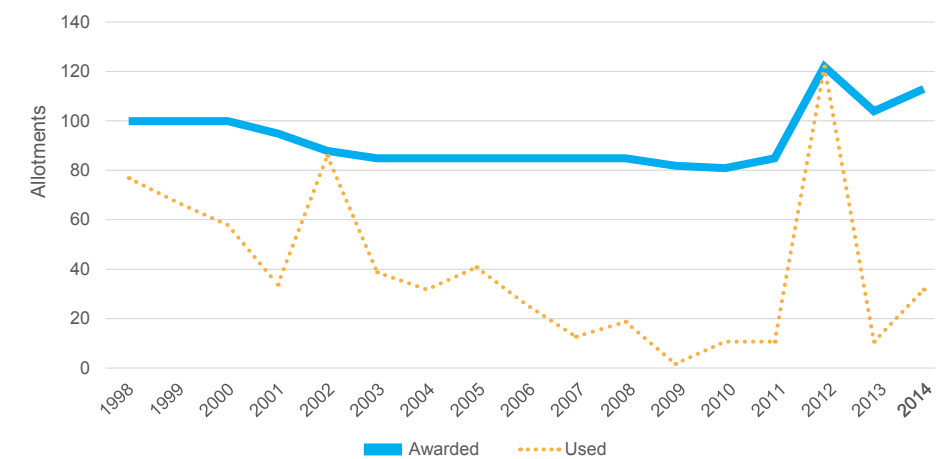
The rigidity of the existing Growth Management Residential Development Allocation System, as designed in the 1990s, has helped manage community character and service delivery over the past twenty years. However, several evolving trends suggest that the need to re-evaluate the design of the system and its future applicability. Key trends that support this include:

- Most allotments are not used.** Over the past ten years, the Council has authorized 891 growth management allotments. However, only 294 allotments were actually used for new dwellings, 33% of the number authorized.
- Diminishing infrastructure constraints.** The system originally helped over-burdened city infrastructure keep pace with aggressive residential development. Over time, however, the City's capacity to efficiently and quickly construct new infrastructure to meet residential demand has increased significantly in locations targeted for development. Additionally, existing regulations ensure that adequate infrastructure is provided with all new development.

- Declining population.** The system originally was designed to help contain an exploding population. Since 2000, however, the population has declined from 22,430 (2000) to 22,262 (2010). ESRI Business Analyst, a national provider of market data, projects that the population will continue to decline to 21,429 by 2019.
- Declining public school enrollment.** Prior to development of the system, public school enrollment ballooned from 3,691 students (1987) to 5,401 students (1995). However, enrollment in Hudson's public schools has declined every year over the past decade, from 5,510 in 2004 to 4,597 in 2014. The community's public schools are of the highest caliber, but are reportedly under capacity.
- Accommodation of Downtown Phase II.** The Downtown Phase II Plan recommends development of a sizable number of multi-family and single family attached housing units in the study area. Under the current growth management system, Phase II redevelopment may not be able to be accommodated on the desired timetable, inhibiting an important community priority. The current system could also impact plans for residential development occurring elsewhere within Hudson.

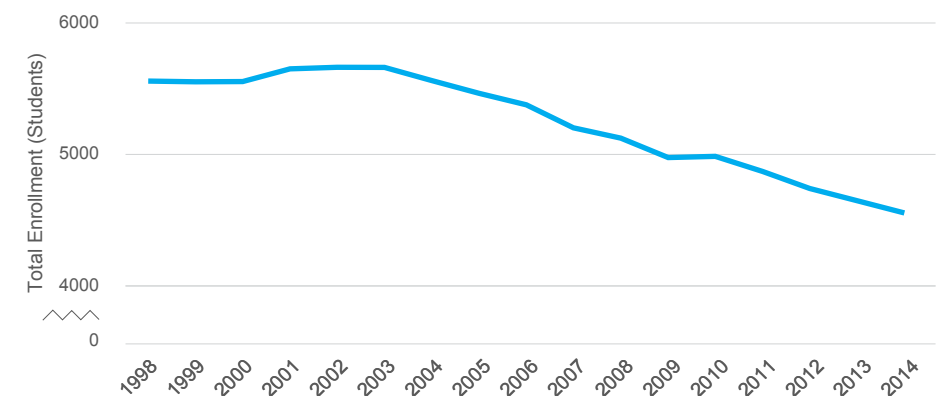
Some of the issues that the system was designed to confront are no longer applicable. The convergence of these trends brings into question whether the City of Hudson needs to continue the existing system as-is. It is not suggested that the City of Hudson abandon the Growth Management Residential Development Allocation System. The system has an important role to play in continued control over the city's infrastructure and character. Instead, the Comprehensive Plan recommends that the City continually re-evaluate the existing system to build in increased flexibility in allocation implementation and to reduce administrative time dedicated to managing the program.

AWARDED VS. USED ALLOTMENTS (1998-2014)  
HUDSON



**Allotments.** The annual number of allotments actually used by developers has been significantly lower than the amount issued by City Council.

DECLINING SCHOOL ENROLLMENT (1998-2014)  
HUDSON





## RESIDENTIAL CHARACTER AREAS

The character and density of Hudson's neighborhoods vary throughout the city. Hudson's neighborhoods and subdivisions are categorized into three distinct categories by density: low density, moderate density, and high density. It is important to note that "density" is a relative term; in the Residential Areas Plan, each term is relative to development patterns within Hudson.

Categorization helps distinguish the character, size, and scale of existing and future residential development by location, and delineates what type of residential development should occur where within the community. It also helps to identify concerns and policies that are specific to particular areas of the city.

### LOW DENSITY

Low density residential areas are predominantly defined by rural or agrarian character on the outer fringes of the community, away from the city core. They include farm homes sitting in the midst of pastures with rail fences and horses running freely, as well as large estates on multi-acre lots that were built in recent years. These areas harken back to Hudson's more rural heritage, and contribute to the community's character. Conversion of these areas into more intense development patterns should be prohibited, and any new development that does occur should protect the natural environment and embrace the community's rural character.

### MODERATE DENSITY

Hudson's moderate density residential areas compose the majority of the city's residential areas and are suburban in character. They are defined by subdivisions of colonial homes built on half-acre to one-acre lots situated along leafy, winding streets. Some subdivisions have incorporated natural features, trees, and ponds into the developments.

### HIGH DENSITY

High density residential areas are composed of historic small lot single family detached homes, multi-family units, townhomes, and duplexes. They are located mostly within the city's central core, however, other dense developments such as the Trails of Hudson or Laurel Lake Retirement Community are located outside of the core area. Generally, new high density development should occur within or near Downtown Hudson, or proximate to regional trails, parks, or commercial areas. It is imperative that any new development does not compromise the integrity of Hudson's residential areas.

### CODE ENFORCEMENT

The enforcement of the City's building code and property maintenance related ordinances is crucial in maintaining a quality environment for residents and businesses. The City should continue to support staff in undertaking consistent and effective code enforcement throughout all residential areas, and work with residents and neighborhood groups in rectifying any complaints or compliance issues within Hudson's neighborhoods.

Additionally, as the number of rental units within the city is expected to increase based on the goals and objectives established in the Comprehensive Plan, it will be imperative that the City monitor rentals and ensure that landlords and tenants properly follow appropriate codes and procedures and maintain properties in keeping with Hudson's desired community character.

Tools that the City could employ to prevent code violations and blight, and protect property values, include:

- Point of sale inspections
- Rental registrations
- Contractor registrations
- Neighborhood sweeps within problem areas to identify non-compliance
- New homeowner toolkits to educate property owners



## HOUSING STOCK DIVERSIFICATION

The overwhelming majority of Hudson's residential units are single family detached and owner-occupied homes. A dearth of smaller units or rental units prevents the attraction and retention of millennials, young professionals, lower wage employees, empty nesters, and seniors. Throughout the outreach process, the community overwhelmingly expressed a desire to see the addition of housing units that could accommodate these populations and diversify the local housing stock.

### APPROACH

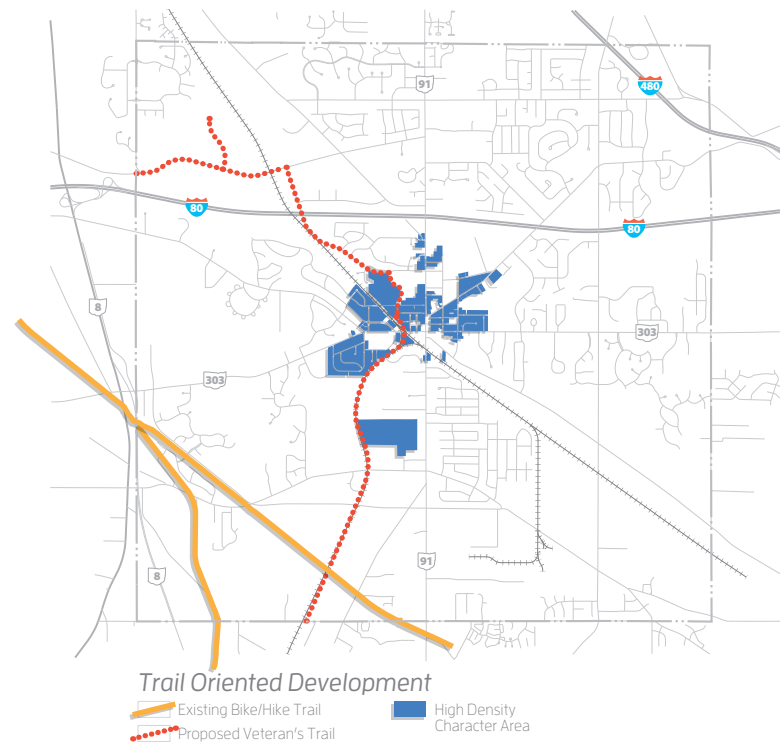
The City should encourage housing development that provides diverse choices at a variety of sizes and price points, as well as support the development of "age targeted" housing units that can allow Hudson's seniors to age in place and remain in the community. Generally, these units should be located within the greater Downtown area and along major corridors, where tenants could enjoy proximity to trails, parks, shops, services, dining, and more. Encouraging such development near the Downtown would support retailers and restaurants in the Downtown and promote the use of non-motorized transportation options.

### TRAIL ORIENTED DEVELOPMENT

"Trail Oriented Development" leverages regional trail access to create desirable higher-density residential units that can appeal to seniors, young professionals, recreation enthusiasts, and young families. New high density development such as condominiums, apartments, townhomes, and duplexes should be positioned along the proposed Veterans Trail and Hike and Bike Trail to maximize recreational and transportation access for residents.

### IMPLEMENTATION FLEXIBILITY

It is important for the City to remain flexible, on a limited scale, in accommodating residential development that may not entirely be in accordance with the Land Use Map, but remains in keeping with the general spirit of the Plan and would help achieve the community's objectives of diversifying the housing stock. For example, the City should consider the merits of projects that incorporate multi-family development along with commercial development along Route 91 or projects that incorporate multi-family or single family attached units within more traditional single-family detached subdivisions.



### REGULATORY CHANGES

Existing development regulations may need to be amended to accommodate higher density development in locations identified in the Land Use Plan and to make such projects more attractive to developers. The City should look at regulations impacting such development, including minimum lot size, setbacks, cul-de-sac dimensions, and garage orientation specifications. It is important to continue to promote quality development in keeping with Hudson's character, however, slight alteration of existing codes may be necessary in targeted areas to achieve community objectives.

### SITES

The Land Use Plan identifies several specific locations suitable for new town-home, duplex, multi-family, condominium, or senior housing units that can meet this demand. Possible locations include:

- **Site #1: Downtown Phase II (pg. 28)**, along Morse Road and Owen Brown Street just west of the existing First and Main Area. The Downtown Phase II Plan recommends several multi-family developments with single family attached units behind these structures.
- **Site #2: South Main Street (pg. 28)**, an undeveloped area to the west of South Main Street, behind a cluster of office uses. Access to nearby commercial uses, as well as the opportunity for residents to connect to Downtown via a new regional trail could make this site extremely desirable for a blend of single family attached and multifamily units.



## HISTORIC PRESERVATION

Hudson was originally a part of Connecticut, and the city's built environment reflects this influence. The city is home to a large well-preserved national historic district, as well as hundreds of properties with historic value. In more rural areas of the community, traditional farm homes provide historic context. Prudent historic preservation efforts have ensured that the city's core neighborhoods and some of the more rural areas have retained their original appearance and feel. The City should evaluate the present boundaries of the historic district and expand the district if appropriate.

The City should continue to work with the State of Ohio's Historic Preservation Office, the Hudson Heritage Association, and the Hudson Library and Historic Society, among others, to support historic home owners in preserving and investing in their properties, including connecting them with resources, grants, and expertise.

The City should also support and encourage efforts to research, document, and promote the historic character of such homes.

The City should actively prevent demolition-by-neglect of historic properties through a variety of tools. Several tools identified by the National Trust for Historic Preservation include:

- Require that properties are maintained through regular code enforcement
- Have a good monitoring system in place
- Adopt and utilize formal demolition-by-neglect policies and procedures
- Work with property owners to apply for grants that can assist with renovations
- Commit to a clear and predictable course of enforcement

## ARCHITECTURAL & DESIGN QUALITY

Existing City regulations ensure that all development adheres to strict architectural standards that contribute to a unique sense of place and create a seamless, attractive environment. The City should continue to require that all new and existing residential development meets high standards for design, materials, landscaping, street orientation, and more.

## NOISE ABATEMENT

The I-80 Ohio Turnpike provides a vital role in moving people and goods throughout the region. Several developments have been built within close proximity of the interstate without any noise abatement or mitigation. The City should work with the neighborhoods to help reduce the noise pollution which may include Ohio Turnpike assistance grants, and or assessment if authorized by the neighborhoods. Possible solutions include using vegetation, berming, or sound walls as approved in 2015 along Jesse Drive.

## LOW IMPACT DEVELOPMENT

In some cases, new residential development may encroach on environmentally sensitive areas, particularly in Low Density and Moderate Density character areas. The City should utilize subdivision regulations and design review to provide developers with the flexibility to cluster residential development in certain portions of a site, thereby leaving larger contiguous areas of stream buffers, wetlands, tree stands, and other assets undisturbed.

The City contains many mature trees which provide numerous benefits to the community: shade, wildlife habitat, aesthetic character, and scale. If growth occurs in Hudson, mature trees should be preserved, where possible, and incorporated into new developments.

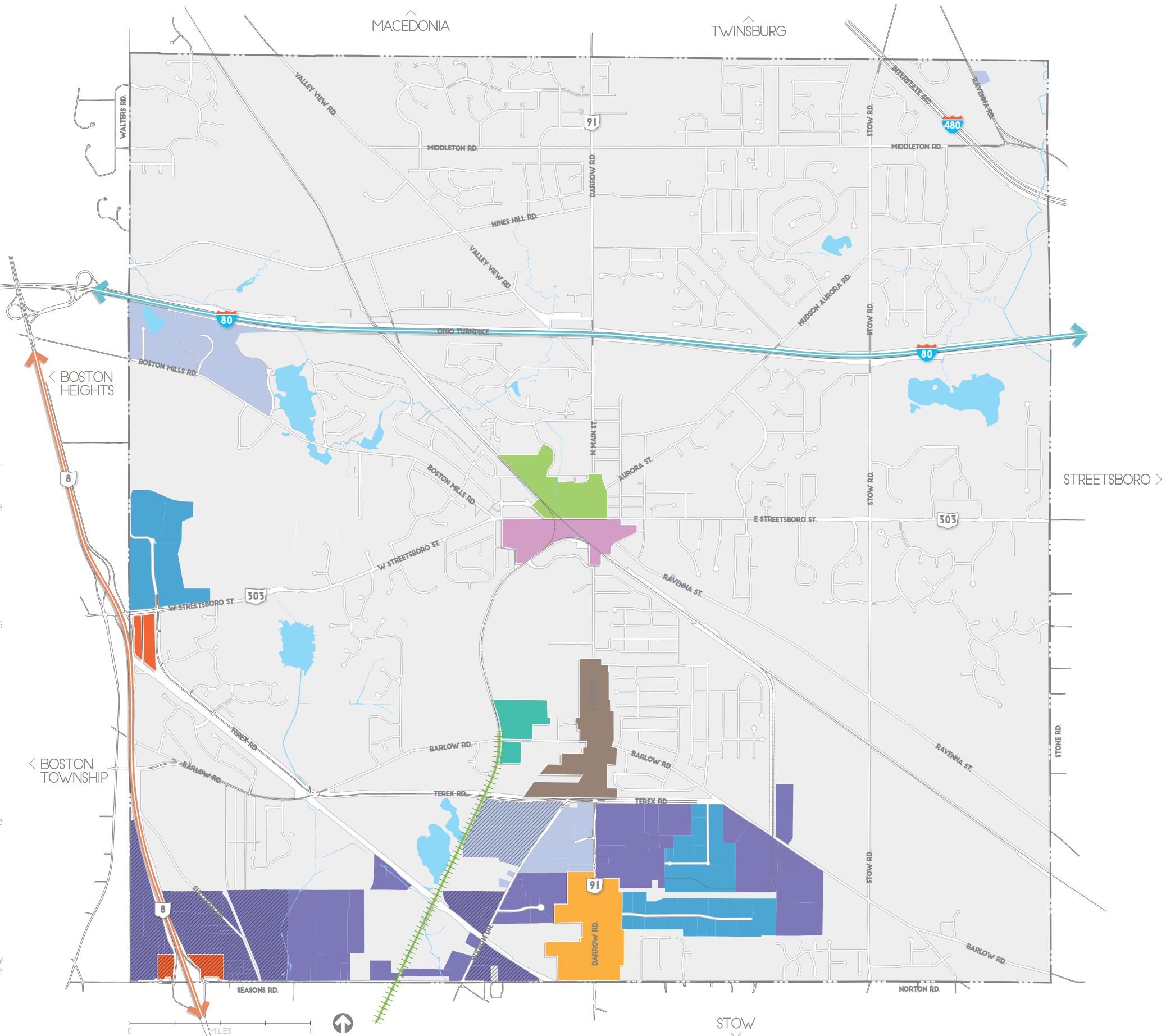
The City should also support residential property owners, particularly those in Low Density Residential character areas, in transferring development rights of their property to the Western Reserve Land Conservancy. For more information, please see **Chapter 8: Parks, Open Spaces, & Environmental Features Plan.**

# COMMERCIAL & EMPLOYMENT AREAS FRAMEWORK PLAN

Hudson is an attractive place to do business, with access to a highly educated workforce, an excellent quality of life, a vibrant Downtown, and proximity to major interstates and highways. The Commercial and Employment Areas Framework Plan details policies and recommendations to maintain and enhance the City's major commercial and employment areas. Key recommendations include strengthening Downtown as a vibrant mixed-use environment; enhancing the cohesiveness of the city's commercial corridors and nodes; ensuring proper code enforcement; and focusing new office and industrial development within the city's established office, industrial, and business parks as opposed to single family or greenfield conversion.

## MAP KEY

- Downtown Character Area\***  
Considered the social hub and heart of the community, Downtown Hudson should offer a range of uses within a walkable, mixed-use environment. Unified streetscaping treatments can tie together different components of the area.
- Streetsboro Corridor Character Area\***  
This corridor should be walkable and continue to reflect denser development and the quality architectural styles seen within the city core. Opportunities to link it physically and visually with Downtown should be encouraged. An internal sidewalk network within Hudson Plaza Shopping Center will make it more pedestrian friendly.
- South Main Corridor Character Area\***  
Development should maintain a balance between the automobile and the pedestrian, and sidewalks should connect to the Downtown and nearby neighborhoods. The addition of multi-family and single family detached units on the western side of the corridor, behind office and retail frontage, would be desirable. Office uses on the northern end of the corridor could provide consumers for neighboring retail.
- Barlow Road Node Character Area\***  
This node contains the site of a future hotel as well as a medical facility. This area is expected to remain a small node, hemmed in by single family detached homes and a golf course.
- Darrow Road Corridor Character Area\***  
This corridor is a "gateway" to the community and should be redeveloped over time to make a positive first impression. The southern portion of the corridor may be more regionally focused in nature, capitalizing on the intersection of Norton Road and Route 91, with the northern portion locally oriented.
- Interchange Node Character Area**  
These two interchange nodes should contain commercial uses tailored to a regional and automotive audience. Scale and appearance should be in keeping with Hudson's character, however, commercial uses within these areas may be different than those found within more core areas.
- Established Office Areas**  
Hudson's established office areas include professional offices and medical uses. Office parks include Westpark Business Park, OMNI by the Lake, Hudson Professional Office Park, and OMNI Hudson. These locations are mostly built out, but could accommodate some intensification.
- Established Business Park Flex Areas**  
Hudson's established business park flex areas accommodate a blend of light industrial and office uses within a subdivision-like or campus-like setting. This includes Hudson Crossing, Georgetown Road, and parts of the Hudson Industrial Park. All three contain available land for new development.
- Established Industrial Areas**  
Industrial areas include higher-intensity land uses such as processing, manufacturing, storage, or distribution of goods. It includes big individual sites as well as the Season Greene and Hudson Industrial Park. Both contain land for new development.
- Expansion Areas**  
These areas are currently single family or undeveloped areas, although the Plan supports their eventual conversion to employment uses. Development within these areas should be discouraged while established office, business park flex, or industrial areas experience vacancy.
- I-80**  
An estimated 31,000 cars travel on I-80 daily, and nearby interchanges facilitate the movement of goods and people. The City should continue to work with partners to ensure that businesses have efficient interstate access.
- Re-Designation of Route 8 to I-380**  
Re-designation of State Route 8 to I-380 would increase the attractiveness of operating a business in the area, assist in marketing and branding, and provide for additional road improvements.
- Reinstate Rail to Active Status**  
The City should work with Norfolk Southern and the Akron Metro Regional Transportation Authority to reinstate this rail line to active status to increase the marketability of industrial properties.



# COMMERCIAL & EMPLOYMENT AREAS FRAMEWORK PLAN

Hudson is an attractive place to do business, with access to a highly educated workforce, an excellent quality of life, a vibrant Downtown, and proximity to major interstates and highways. Many prominent national businesses are also headquartered in Hudson, including Jo-Ann Fabrics & Crafts Stores and Little Tikes. Downtown Hudson is a regional draw for dining, entertainment, and culture. The Commercial and Employment Areas Framework Plan details policies and recommendations to maintain and enhance the City's major commercial and employment areas, including Downtown Hudson, commercial corridors and nodes, office areas, business parks, and industrial areas.

## GOALS & RECOMMENDATIONS

Support and enhance Hudson's retail, office, and industrial areas to provide goods and services compatible with the desired character of Hudson, well-paying employment opportunities, and diversification of the tax base.

### COMMUNITY-WIDE

- Market and promote Hudson's well-educated workforce, quality schools, ease of commuting, and high quality of life to prospective white collar employers.
- Market and promote Hudson's interstate access, rail access, and available land to prospective industrial employers.
- Evaluate opportunities to simplify existing regulatory and permitting processes to make them more predictable, streamlined, and business-friendly.
- Support commercial redevelopment (catering to both the local and regional population) along Darrow Road that can "make a statement" when entering Hudson from the south.
- Continue enforcing existing architecture and site design regulations that ensure attractive properties and explore regulations that ensure the proper installation and maintenance of landscaping.
- Where applicable, require the design of new developments to incorporate public amenities such as pocket parks, plazas, arcades, and connections to existing or proposed trails.

- Continue to ensure that all development is effectively screened and buffered from adjacent residential uses.
- Coordinate access with the intention of reducing curb cuts and promoting shared parking areas and internal cross access.
- Support the recruitment of new employers and expansion of existing businesses by establishing a close working relationship throughout all design, permitting, and construction phases.
- Host annual breakfasts or meetings that bring together city staff and members of the business community to discuss challenges, share ideas, and answer regulatory questions.
- Maintain excellent relationships with major employers such as Little Tikes and Jo-Ann Fabric and Craft Stores to support their retention and expansion in Hudson.
- Conduct exit interviews with businesses that choose to relocate from Hudson to better understand what influenced their decision.
- Prioritize completion of existing vacant industrial and office parks, or redevelopment within existing industrial areas, before permitting green field development for industrial purposes.
- Evaluate the economic benefit of expanding utility services to currently underserved areas as a method of incentivizing economic growth.

- Maintain a centralized database of properties that are available for commercial or industrial development.
- Invest in modern infrastructure such as broadband that can support innovative and technology-based industry within Hudson.
- Work with neighboring communities, the Ohio Department of Transportation, and Ohio Turnpike and Infrastructure Commission to ensure that industrial tenants have efficient interstate access.
- Support the designation of State Route 8 to I-380.

### DOWNTOWN

- Maintain Downtown Hudson as an exciting mixed-use environment and the heart of the community.
- Support the attraction and retention of a healthy mix of businesses that can contribute energy and vibrancy to Downtown Hudson.
- Continue to support the Hudson Chamber of Commerce and Destination Hudson's efforts to market Downtown Hudson.
- Work with developers and property owners to identify sites for redevelopment along the western fringe of the First & Main development to better integrate the existing Downtown with the proposed Downtown Phase II area.

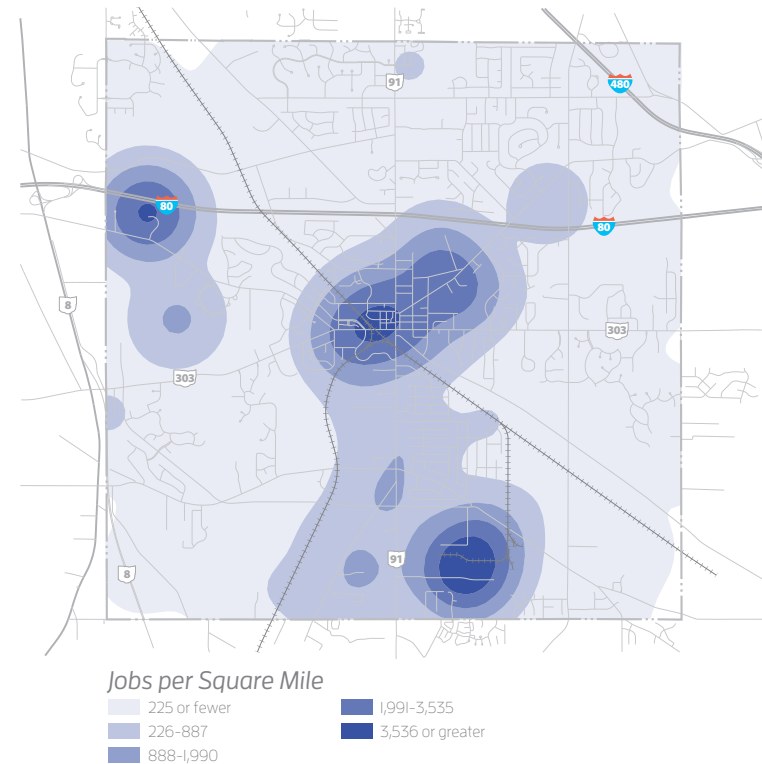
- Work with developers and property owners to identify sites for infill development that could continue the Clinton Street streetwall from Main Street to Morse Road.
- Implement the North Main Streetscaping Plan.
- Establish a Downtown parking management plan that would account for the overall amount of parking needed to serve commercial uses, locations of point parking, the need for time limits, access management, and circulation.
- Evaluate opportunities for infill development within Downtown, such as the "Building 7" site and appropriate surface parking lots.
- Develop wayfinding signage that can direct visitors both to Downtown Hudson and within Downtown.
- Continue to publicize and host festivals and events that draw residents and tourists to Downtown, such as movie nights, ice cream socials, concerts, parades, food festivals, and more.
- Complete a continuous multi-purpose trail through Downtown to provide transportation alternatives and enhanced economic vitality.
- Implement the Downtown Phase II Plan and transform the study area into a vibrant area of office, mixed-use, and residential uses.



## COMMERCIAL AREAS

Retail, dining, entertainment, services, and other commercial uses are concentrated within four character areas: Downtown Hudson and three commercial corridor nodes, Streetsboro Street, South Main Street, and Darrowville. While some corridors and thoroughfares may appear somewhat undeveloped relative to other communities, residents are comfortable traveling to neighboring communities to patronize malls, chains, and big box stores in order to preserve a more “small town” character. The Comprehensive Plan embraces this sentiment, but also allows for appropriate and context-sensitive commercial development and redevelopment within proper areas.

Downtown should serve a more regional consumer base, with niche shops and dining opportunities that draw from Northeast Ohio. Commercial uses along Route 303, Route 91, and Barlow Road should be limited in size and scale, serving a more local consumer base.



## DOWNTOWN HUDSON

Considered the social hub and heart of the community, Downtown Hudson offers a range of civic, commercial, residential, and entertainment offerings. It is composed of three sub-areas, each playing a vital role in the Downtown fabric:

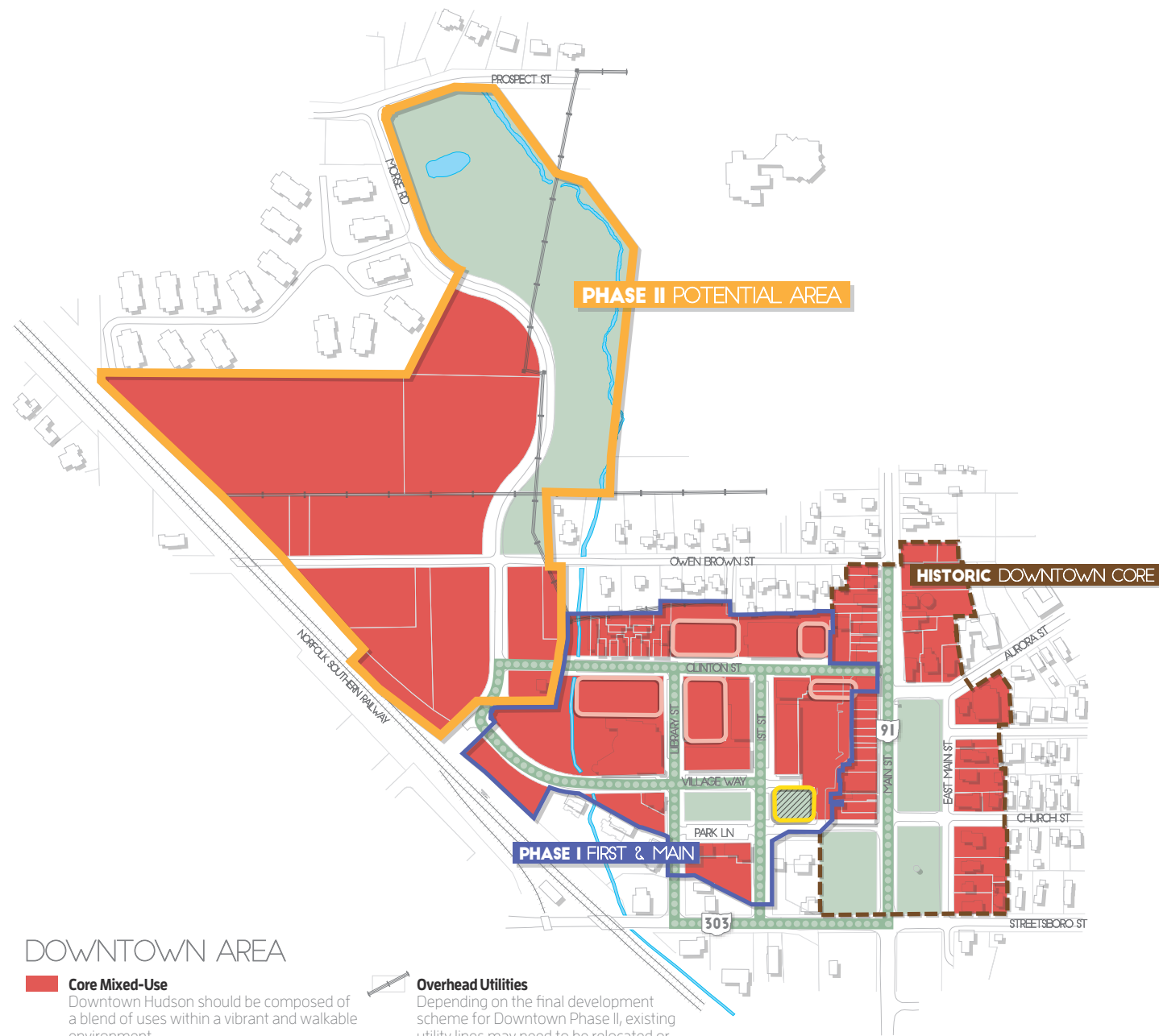
- Historic Downtown.** The Historic Downtown sits along Main Street and has been the core of the community since Hudson’s founding. Most of the building stock dates from the 19th or early 20th Century, and notable historic structures include the Town Hall, Christ Church Episcopal, and Hudson Clock Tower. In the summer months, the Village Green provides outdoor space for community activities such as ice cream socials and concerts. The western side of Main Street contains mostly one- and two-story commercial structures.

- First and Main.** In 2004, Downtown Hudson expanded westward with the completion of First and Main (“Downtown Phase I”). Financed via a public-private partnership, the multi-structured mixed-use development replaced an old industrial site. Varying building facades and styles create an attractive aesthetic and mimic a traditional downtown style. While some residents were initially concerned that the development would detract from Hudson’s “small town character,” it is viewed as a huge success today.
- Downtown Phase II.** The Downtown Phase II area is an underutilized area that is well-positioned for a mixture of office and residential development. It should be a walkable extension of the Downtown’s mixed-use environment. For more information, please see **Chapter 6: Downtown Phase II Plan.**

## MIXED-USE ENVIRONMENT

Downtown is a mixed-use environment, with office buildings intermixing with civic uses, townhomes, quality restaurants, and niche shops. Downtown also contains several mixed-use buildings with retail on the ground floor and office space on the upper floors. This variety of different uses creates a vibrant and exciting atmosphere and unique sense of place. New development within Downtown Hudson should help contribute to this mixed-use environment, with properties located at or near the sidewalk, parking in the rear, a building design that blends in with the existing fabric of the area, and continuation or establishment of a streetwall or edge.





**DOWNTOWN AREA**

- **Core Mixed-Use**  
Downtown Hudson should be composed of a blend of uses within a vibrant and walkable environment.
- **Parks & Open Space**  
Parks and open space complements the Downtown environment by providing active and passive recreation opportunities.
- **Unified Streetscaping**  
A unified streetscape can help ensure seamless transition, both physically and aesthetically, between these different pieces of Downtown.
- Overhead Utilities**  
Depending on the final development scheme for Downtown Phase II, existing utility lines may need to be relocated or placed underground. The cost of both is very expensive.
- Infill Site - Building Seven**  
This site is one opportunity for a new mixed-use development capitalizing on frontage at a major vantage point within Downtown.
- Infill - Surface Parking Lots**  
Surface lots are redevelopment opportunities that could create a street edge along Clinton Street, similar to Village Way or First Street.



**STREETSCAPING**

It is important to ensure seamless transition, both physically and aesthetically, between these different Downtown sub-areas. One opportunity to do so is through a unified streetscape design.

Streetscape design refers to the overall design of the public right-of-way, including the road, sidewalks and pedestrian amenities, landscaping, and the character of the adjacent building facades. A memorable street is typically a street oriented towards the pedestrian experience. Providing ample sidewalk space for pedestrians to utilize when traveling through the downtown of a community is necessary to avoid designing undesirable pedestrian spaces. Attention to detail and the use of quality materials is also important in achieving a successful streetscape design in Downtown.

Tied together with a common theme, a unified streetscape should be installed throughout the Downtown area. The City should begin this endeavor by implementing the North Main Streetscaping Plan and integrating it with the existing streetscape in First and Main and adding a complementary or identical streetscape in Downtown Phase II.

**PARKING**

During peak periods, parking within Downtown Hudson can be difficult. Parking is currently provided by a mixture of on-street and off-street parking, with no time limitation. The City should establish a parking management plan that would consider the overall amount of parking needed to serve existing and proposed commercial uses, locations of point parking, the need for time limits, access management, and circulation.

For more information, please see **Chapter 6: Downtown Phase II Plan.**

**INFILL SITES**

The First & Main component of Downtown Hudson contains several opportunities for infill development which could strengthen the sense of place, increase the vibrancy of the Downtown, generate additional tax revenue, and provide additional commercial space within the heart of the community.

- **Building 7.** The vacant Building 7 site on the northeast corner of First Street and Park Lane is an opportunity for a new mixed-use development capitalizing on frontage at a major vantage point within Downtown. Until it is developed, it should be well maintained and converted into a temporary park with passive amenities, such as a criss-crossed pathway, benches and/or public art.
- **Surface Parking Lots.** Surface Parking Lots are another redevelopment opportunity within Downtown. New buildings could create a street edge along Clinton Street, similar to Village Way or First Street, and better link the different Downtown sub-areas through visual continuity. If development on any of these sites were to occur, it would be important to offset any loss of parking spaces with new parking provided elsewhere within the Downtown.



## CORRIDORS & NODES

Outside of Downtown, the Land Use Plan includes several commercial areas to provide for the day-to-day needs of residents. Commercial land uses have been intentionally limited to these areas to provide economies of scale as well as preservation of local character.

- Streetsboro Corridor.** The Streetsboro Corridor stretches along the southern portion of Streetsboro Street from roughly Lennox Road to South College Street. While more auto-centric than neighboring Downtown Hudson, this corridor should be walkable and continue to reflect denser development and the quality architectural styles seen within the city core. Opportunities to link it physically and visually with the Downtown and Veterans Way Park should be encouraged. Frontage development and quality landscaping should remain. The addition of an internal sidewalk network within Hudson Plaza Shopping Center development could help make the area more accessible to pedestrians living nearby.
- South Main Corridor.** The South Main Corridor spans South Main from roughly Stoney Hill Drive to Terex Drive. Development within this corridor should maintain a balance between the automobile and the pedestrian, and sidewalks should connect to the Downtown and nearby neighborhoods. The addition of multi-family and single family detached units on the western side of the corridor, behind office and retail frontage, could create a small commercial district capitalizing on this new residential density as well as access to the new regional trail that is slated to run along or near the rail right-of-way and link to Downtown. Office uses on the northern end of the corridor could provide consumers for neighboring retail.
- Barlow Road Node.** The Barlow Road Node contains the site of a future hotel as well as a medical facility. This area is expected to remain a small node with minimal to no opportunities for retail, hemmed in by stable single family detached homes and a golf course.
- Darrow Road Corridor (Darrowville).** The Darrow Road Corridor (Darrowville) acts as the southern gateway to Hudson. Commercial development should be attractive to make a positive first impression. Similar to the South Main Corridor, commercial uses should be well-connected to Downtown and neighboring residential areas, particularly the neighboring Trails of Hudson, with walkways or sidewalks. On the fringe of the community, the southern portion of the Darrow Road Corridor represents an opportunity to attract shoppers from outside of Hudson.
- Route 8 Interchange Nodes.** The Route 8 Interchange Nodes are two commercial nodes designed to capitalize on regional highway traffic (54,000+ vehicles daily, as of 2014) on the western fringe of Hudson. Scale and appearance should be in keeping with the community's character, however, commercial uses within these areas may be different than those found within other commercial areas. Businesses will be oriented more towards the automobile. Properties should be efficiently positioned to provide safe ingress/egress and to maximize highway visibility.

## RIGHT-OF-WAY IMPROVEMENTS

Improvements to private property should also be complemented by public improvements made possible through partnerships between the City, Ohio Department of Transportation, and others. These improvements could include the installation of missing sidewalk segments, gateway signage, parkway trees, and improved pedestrian crossings.

## PROPERTY ASSEMBLY

The City should support innovative approaches to parcel assembly and comprehensive redevelopment in proper commercial areas, as long as new development is in keeping with the community's size, scale, and character.

## INDUSTRIAL, OFFICE, & BUSINESS PARK AREAS

Hudson's industrial areas, offices, and business parks employ thousands of workers and play a critical role in broadening and diversifying the City's tax base. These employers are not only important for their supply of local jobs, but because of the daytime population they attract and the support they provide to retailers and restaurants.

The following policy framework is intended to ensure the continued success of the community's employment generators.

## PRIORITIZING ESTABLISHED AREAS

Prior to greenfield development in undeveloped areas, public and private investment and development should occur within existing industrial, office, and business park areas that are already served by some level of infrastructure. This may include development on vacant areas within the parks or intensification of existing development. Many of Hudson's business or industrial parks are currently experiencing moderate to high levels of vacancy.

- Georgetown Road,** on the southern part of the city, provides for mostly office uses but could accommodate appropriate light industrial uses. Opportunities for intensification exist on the vacant eastern portions of the subdivision.
- Hudson Crossing** is a 130-acre site accommodating business park flex uses along Route 8. The majority of the park is currently undeveloped and is attractive for development relying on interstate access.
- Hudson Industrial Parkway** is designed for heavier industrial uses and business park flex uses. Several properties along the main parkway remain undeveloped.



- *Hudson Professional Office Park* contains multiple professional office buildings near the intersection of Route 91 and Terex Road. Given proximity to the Akron Children's Pediatrics and Summa Health Center, it may be the best location for new medical office uses.
- *Omni by the Lake* consists of four one-story office buildings. Intensification of the existing site may be possible, however, part of the site's appeal is its beautiful natural features and access to Lake Forest.
- *Omni Hudson* is an office park along Route 91 designed for medical uses, given proximity to the Akron Children's Pediatrics. The current site is built-out, but opportunities for westward expansion of this office cluster exist.
- *Seasons Greene Eco-Industrial Park* is a "green" industrial park designed for alternative and advanced energy companies on the southern part of Hudson. The site totals 136 acres but is entirely vacant. Green building practices will be encouraged, including LEED certification and natural stormwater management.
- *Westpark Business Park* is a business park along Boston Mills Road, home to a mixture of office tenants, including Allstate Insurance. Several properties within the site have undergone major renovations and new investment. Intensification may be possible.

#### **EXPANSION AREAS**

The Land Use Plan identifies several areas for office, business park flex, and industrial expansion within Hudson. To the extent possible, any new development should be directed to established areas identified in the previous section. However, if those areas cannot adequately accommodate the needs of a prospective new business, it would be appropriate to work with them on identifying suitable greenfield or redevelopment locations, such as along Seasons Road or Sullivan Road near the Route 8 interchange (for industrial uses) and between Hudson Drive and Terex Drive (for office uses).

#### **CODE ENFORCEMENT**

The enforcement of the City's building code and property maintenance related ordinances is crucial in maintaining a quality environment. The City should continue to support staff in undertaking consistent and effective code enforcement. Code should be enforced equally across all businesses within Hudson.

#### **INFRASTRUCTURE PROVISION**

The City's established and proposed office, business park flex, and industrial areas are currently served by varying levels of infrastructure: roads, power, water, sanitary sewer, stormwater sewer, and broadband. The City, in partnership with infrastructure providers, should use provision of infrastructure to steer development into priority areas and avoid development in areas that are of a lower priority. It may also be used as an incentives to attract or retain businesses.

#### **SCREENING & BUFFERING**

While Hudson's industrial users and employers are important contributors to the local economy, it is important that their operations do not negatively impact the quality of life in Hudson's established neighborhoods or the quality and function of neighboring commercial districts. Site screening including the use of landscaped buffers along property lines, loading area and dumpster screening, and parking lot perimeter landscaping should be used to improve the appearance of established employment areas from public rights-of-way. As new industry and employment development occurs, screening as well as landscaped buffers should also be constructed to establish horizontal separation between these more intense uses and adjacent residential and commercial areas.

#### **RE-DESIGNATION OF ROUTE 8 TO I-380**

Hudson's industrial areas would greatly benefit from the re-designation of State Route 8, which runs along the western border of the community, to I-380. It would increase the attractiveness of operating a business in the area, assist in marketing and branding, and provide for additional funding opportunities for road improvements.

#### **RAIL ACCESS**

An inactive rail line currently runs in a southwesterly direction from the main Norfolk Southern line. The City should work with Norfolk Southern and the Akron Metro Regional Transportation Authority to reinstate this rail line to active status to increase the marketability of the Seasons Greene Eco-Industrial Park.

#### **BUSINESS CLIMATE**

The City's perceived business climate is integral to economic growth. The City should undertake the following initiatives to ensure a positive climate and cooperation between the City and business owners:

- Host annual breakfasts or meetings that bring together city staff and members of the business community to discuss challenges, share ideas, and answer regulatory questions.
- Establish regular communication via web blasts and newsletters so that the City can identify issues impacting local businesses and be proactive in developing strategies to enhance these areas.
- Work more closely with business owners looking to invest in or improve their properties, assisting them with understanding and complying with regulations and procedures.
- Conduct exit interviews with businesses that choose to relocate from Hudson to better understand what influenced their decision.
- Employ a "customer service" focus in dealing with the community.



# DOWNTOWN PHASE II PLAN

The Downtown Phase II Plan establishes a new vision for the underutilized area to the west and northwest of the First and Main development. It envisions a mixture of office uses, condominiums, and single family attached homes within a mixed-use, walkable environment that blends in seamlessly with Downtown Hudson.

The development program will: help diversify the housing stock by providing attractive new residences for young professionals, young families, empty nesters, and seniors; add desirable office space for entrepreneurs and businesses seeking a location in the heart of the community; generate density that can support Downtown businesses; increase the vibrancy of the area; and produce new tax revenue.

The Downtown Phase II Plan is composed of several pieces:

- **Process**, providing a brief overview of the community engagement and consultancy process that resulted in the development of the plan;
- **Role of the Plan**, establishing the purpose and role of the Plan;
- **Study Area & Existing Conditions**, outlining the study area and providing key data on sites within the study area;
- **Guiding Principles**, articulating the key principles that should guide redevelopment of the site;
- **Downtown Phase II Framework Plan**, a graphic of the site's redevelopment potential highlighting the flexibility that needs to be maintained as the development program moves forward; and
- **Cost, Benefits, Phasing, & Implementation**, detailing and analyzing key concepts relating to implementation of the project.

## GOAL & RECOMMENDATIONS

Redevelop the "Downtown Phase II" study area as an integrated and walkable extension of the existing Downtown, comprised primarily of commercial office and residential uses.

- Continue to work with the Hudson School District to identify a suitable and cost-effective site for the relocation of their bus operations.
- Continue to work with Windstream to relocate part of their communications operations to another suitable location, recognizing that the facility at the corner of Morse Road and Owen Brown Road will likely remain due to the housing of costly infrastructure.
- Continue efforts to relocate the current Hudson Public Power and Public Works facilities to an alternate site.
- Work with the Western Reserve Land Conservancy to evaluate opportunities for a nature trail or pathway through the City-owned property on the east side of Morse Road between roughly Prospect Street and Owen Brown Street.
- Facilitate redevelopment of the area north of Owen Brown Street as a mixture of office space, live/work space, and dense residential units.
- Facilitate redevelopment of the area south of Owen Brown Street as high-quality office space complementary to the area proceeding northward.
- Evaluate opportunities to expand redevelopment eastward onto underutilized properties along the east side of Morse Road.
- Support and/or facilitate parcel assembly within Downtown Phase II.
- Support the usage of a "planned unit development" regulatory process for redevelopment within Downtown Phase II.
- Ensure that new development is complementary to the existing size, scale, and fabric of the Downtown area.
- Encourage architectural design that capitalizes on the terminating vista at the intersection of Clinton Street and Morse Road.

#	Existing Ownership	Acreage	Developable Acreage	Existing Use	# of Parcels	Environmental Constraints
1	City of Hudson	14.97	2.77	Undeveloped / Open Space	3	Waterway, forest, floodplain, wetlands, conservation easement
2	Hudson City School District	3.83	3.83	Public (Bus Depot)	1	None
3	City of Hudson	10.68	10.50	Public (Public Works)	2	Forest, small wetland
4	City of Hudson	0.52	0.52	Public (Rail ROW)	1	None
5	Hudson Library & Historical Society	0.8	0.8	Public / Semi-Public	1	None
6	Private	0.93	0.93	Industrial	2	None
7	Private (Windstream)	4.96	4.96	Industrial (Telecommunications)	3	None
8	Private	1.33	1.33	Commercial	2	None
9	Private	0.36	0.36	Office	1	None
<b>TOTAL</b>		<b>38.38</b>	<b>26.0</b>	<b>--</b>	<b>16</b>	<b>--</b>

## PROCESS

The Downtown Phase II Plan is the result of a multi-year process that has engaged residents, elected officials, civic stakeholders, and the development community. A Downtown Plan Advisory Committee (DPAC), composed of residents and stakeholders, was selected by the City of Hudson to oversee the project and ensure that it is reflective of the community's wishes and desires. These desires were then aligned by the consultant team with market realities and economic data. The Plan was developed in tandem with the update to the City's Comprehensive Plan, and is considered a vital part of that document.

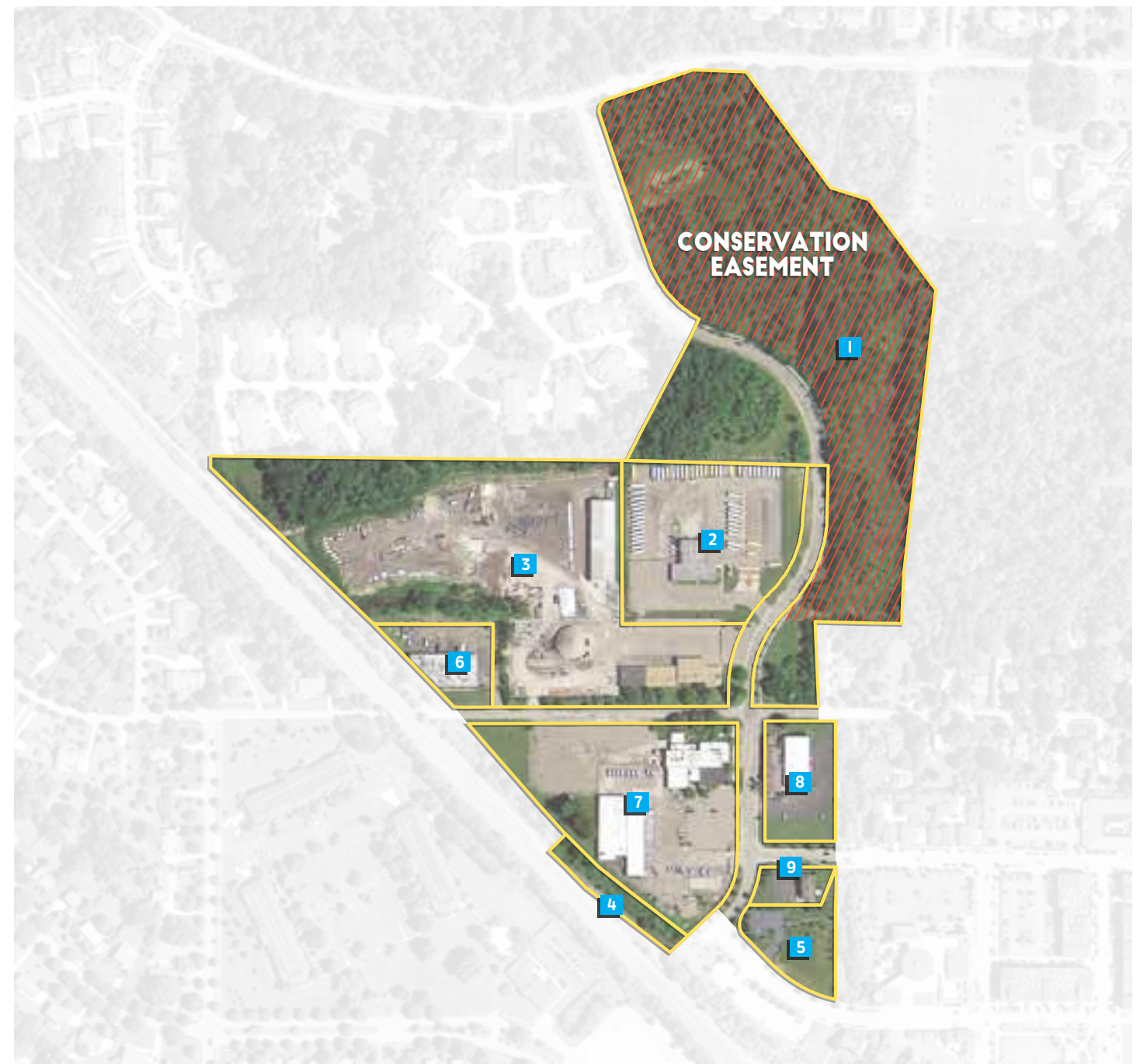
The development program is ambitious, but the Hudson community has a track record of undertaking and successfully completing similar projects. The City's initial 1995 Comprehensive Plan also dreamed big and identified undesirable areas west of Main Street as an opportunity to expand Downtown and create a walkable mixed-use environment. In 2004, the First and Main development opened ("Phase I"), a national model for high-quality "small town" city core development. The remaining area to the west and northwest, however, remains underutilized. The Downtown Phase II Plan establishes a revitalization and redevelopment vision for that area.

## ROLE OF THE PLAN

The Downtown Phase II Plan provides an overall vision, with the Land Use Framework Plan depicting a desirable development program for the project study area. However, flexibility should be maintained and the City should remain responsive to the market, but in keeping with the guiding principles. Building sizes and footprints will likely vary between the proposed development program within this plan and what is eventually constructed. The Plan should guide development but not limit or constrict it.

## STUDY AREA 2 EXISTING CONDITIONS

The Phase II project is roughly bounded by frontage along the east side of Morse Road, the Villas of Hudson on the north, the Norfolk-Southern rail line on the west, and Village Way Road to the south. In total, the project area contains 16 parcels totaling 26 acres. Private properties are not bound by the Plan but if opportunities arise, they should be considered for redevelopment. The existing public and industrial uses in the Phase II area are considered incompatible with the existing Downtown area and do not provide the connectivity, energy, tax revenue, or critical mass of employees that the neighboring First and Main contributes to the city core.





## GUIDING PRINCIPLES

While elements of the development program may vary as implementation begins, it is important that what is eventually constructed aligns with key principles established by the community.

### HOUSING DIVERSITY

Single family detached homes make up approximately 87% of Hudson's housing stock, and this composition can make it difficult to attract young families and young professionals or retain empty nesters and provide for seniors. Phase II represents an opportunity to provide a mixture of housing types and densities within a walkable environment, including both rental and owner-occupied units.



### QUALITY OFFICE SPACE

Attraction and retention of well-paying employers is a priority. Phase II's location within a walkable environment with access to restaurants, bars, retail, and civic uses makes it an attractive environment for office development. High quality office space in Downtown Hudson is already in high demand. Phase II presents an opportunity to expand Downtown Hudson's office stock, and generate additional tax revenue.



### LESS EMPHASIS ON RETAIL

Hudson already has a very sizable retail base for a city of its size and the regional market is relatively saturated. Retail and restaurant uses should be kept to a minimum within Downtown Phase II, and efforts should be directed towards supporting existing retail and dining within the Downtown area. However, a limited volume may be appropriate for ground floor uses within identified mixed-use buildings, if supported by the market.



### EMPHASIS ON CONNECTIVITY

The community has expressed an overwhelming desire for increased connectivity, including the addition of new sidewalks, trails, and bikeways. New development should enhance Downtown's walkability and bikeability and encourage multiple modes of transportation. It should also connect easily to the regional trail network.


















### PRESERVATION OF HUDSON'S CHARACTER

The First and Main development was constructed in a tasteful and attractive style in keeping with Hudson's local character, blending in well with Main Street. Throughout all outreach efforts, residents continually reinforced the need to safeguard Hudson's small town charm and Western Reserve architecture from incompatible development. Whatever is ultimately developed within Phase II, it is integral that its scale and style be compatible with the existing character of the area.

# LAND USE FRAMEWORK

The Downtown Phase II Plan provides an overall vision, with the Land Use Framework Plan depicting a desirable development program for the project study area. However, flexibility should be maintained and the City should remain responsive to the market, but in keeping with the guiding principles. Building sizes and footprints will likely vary between the proposed development program within this plan and what is eventually constructed. The Plan should guide development, but not limit or constrict it. The framework includes both public and private properties; private properties should be considered for redevelopment if desired by the private property owners.

## MAP KEY

-  Phase II Study Area
-  Townhome
-  Multi-Family
-  Office
-  Office with Residential above
-  Flex Use
-  Open Space
-  Landscape Buffer
-  Potential Development Site
-  Potential Connection
-  Potential Parking Area
-  Potential Building Location
-  Overhead Utility (to remain)
-  Proposed Hike Bike Path
-  Existing Wetland



## RESIDENTIAL IMPROVEMENTS

#	Use	Total Building Footprint (s.f.)	Floor(s)	Total Building Area (s.f.)	Units	Parking Required	Parking Provided	Totals
1	Multi-Family	64,000	3	192,000	102	204	245	<b>144 Units</b> Multi-Family
2	Multi-Family (upper floors)*	45,000	2	90,000	42	84	84	
3	Townhome (w/ garage)	--	2	3,000/unit	44	88	88	<b>48 Units</b> Townhome
4	Townhome (w/ garage)	--	2	3,000/unit	4	8	8	

## NON-RESIDENTIAL IMPROVEMENTS

#	Use	Building Footprint (s.f.)	Floor(s)	Total Building Area (s.f.)	Tenants	Parking Required	Parking Provided	Totals
2	Office (ground floor)	38,250	1	38,250	-	96 - 153	154	<b>135,750 s.f.</b> Office Space
5	Office	16,000	3	48,000	-	120 - 192	152	
6	Office	16,500	3	49,500	-	124 - 198	131 + 38 in overflow lot	
7	Flex	5,000	2	10,000	-	25 - 40	-	<b>21,750 s.f.</b> Flex Space
8	Flex	1,750	1	1,750	-	4 - 7	-	
9	Flex	5,000	2	10,000	-	25 - 40	-	

## POTENTIAL CONNECTIONS

#	Roadway Segment	Roadway Length (f.)	Roadway Width (f.)
A	Residential	1,250	28
B	Mixed Use	450	28
C	Office	600	28

\* Mixed-use buildings within #2 are three stories, with the ground floor as office and the upper two floors as residential.

\*\* The lower end of the range is a minimum 1 space per 400 sq. ft. and the higher end of the range is a maximum 1 space per 250 sq. ft. based on the City parking regulations.



# DOWNTOWN PHASE II PLAN

ILLUSTRATIVE CONCEPT - PERSPECTIVE RENDERING

The Downtown Phase II Plan provides an overall vision and detailed concept plan depicting a desirable development program for the project study area. However, flexibility should be maintained and the City should remain responsive to the market. Building sizes and footprints will likely vary between the proposed development program within this plan and what is eventually constructed.



## KEY IMPROVEMENTS

- 1** Existing Overhead Power Lines (to remain)
- 2** New Regional Trail Alignment – The proposed regional trail alignment is integrated into the overall redevelopment of the Phase II study area. Construction requires new off-road trails, improvements to existing public sidewalks, and removal of excessive pavement to make way for the new trail alignment.
- 3** Connected open space and trail network for institutional, residential and commercial development
- 4** Townhomes (2-story)
- 5** Native restoration area
- 6** Multi-family (3-story)
- 7** Unified Sidewalk Network
- 8** Office with residential above (3-story)
- 9** Owen Brown Street Rail Viaduct – The narrow right-of-way under the rail culvert inhibits safe and efficient traffic flow along Owen Brown Street. The City should add a traffic signal to limit traffic flow to one direction at any given time.
- 10** Office (3-story)
- 11** Windstream Offices – Portions of the Windstream offices will remain in the Phase II study area. The existing Windstream parking lot would need to be reconfigured to accommodate the circulation needs of the proposed offices.
- 12** Key intersection enhancements including decorative pavers, crosswalks, and pedestrian signal features
- 13** Pedestrian plaza space and outdoor seating area
- 14** Townhome (2-story)
- 15** Coordinated Streetscape – Phase II should create an inviting pedestrian environment by installing street trees and pedestrian amenities such as benches, tree gates, trash receptacles and decorative crosswalks.
- 16** Shared parking with consolidated access points to create a pedestrian friendly environment
- 17** Flex Use (2-story)
- 18** Landscape screening and berm to buffer adjacent uses
- 19** Flex Use (1-story)
- 20** Office (3-story)
- 21** Existing Overhead Power Lines (to remain)
- 22** Flex Use (2-story)
- 23** Shared parking with consolidated access points to create a pedestrian friendly environment



## **COST, BENEFITS, PHASING & IMPLEMENTATION**

This section addresses potential cost considerations associated with redevelopment as well as the corresponding benefits. Phasing and implementation of concept plan components and the preliminary development program are also addressed.

The majority of the acreage contained within the Downtown Phase II study area is publicly-owned, including the school bus facility and the sites housing Hudson Power and Hudson Public Works. While there is existing private property on the site, most notably Windstream, the site does not generate any significant revenue for the City or other taxing jurisdictions. Correspondingly, it does not place much demand on City services.

### **RELOCATION OF EXISTING USES**

Nearly all of the existing uses on the site would need to be relocated to accommodate redevelopment. A portion of the Windstream facility would remain due to the associated cost of relocation. That building would be integrated into the larger site redevelopment.

Alternate sites for the school bus facility, Hudson Power and Hudson Public Works have been identified by the City and are included in **Chapter 9: Community Facilities & Services Plan**. There is no cost associated with site acquisition, as they are municipally-owned. The City will reportedly pay the cost of constructing a new school bus facility in exchange for the existing property.

### **SITE ACQUISITION**

Private property, including the surplus Windstream property, would need to be secured by the City or subject to redevelopment agreements with a developer(s) in order to facilitate development. The value of that property would be subject to appraisal and negotiation based on the size and developable site area.

With the exception of the private properties located outside of the original Phase II area, it is not recommended that site redevelopment begin without controlling or securing redevelopment agreements for all properties. The properties defined outside of the original Phase II boundaries provide connectivity and continuity with the existing Downtown but are not integral to the larger site redevelopment.

While portions of the outlined development program could be accommodated as land is taken down and secured, complete control would allow for more flexibility and increase the likelihood of realizing the vision for Phase II. The certainty provided by the City controlling the site or working with a developer to ensure control of remaining parcels provides additional confidence to potential investors and buyers and provides the City with leverage in developer negotiations.



### **PHASING**

All segments of development will likely require phasing. While all components are capable of coming online simultaneously, the City should remain flexible in working with developers in determining a construction phasing schedule. Actual phasing will be driven by market conditions at the time of construction, development costs and subject to the terms of the City's redevelopment agreement(s). Construction needs to be sensitive to existing uses and property owners as well as other ongoing development, particularly residential uses.

The preliminary concept plan includes a mix of residential, office, and mixed-use development.

### **RESIDENTIAL**

The residential component of the area includes both multi-family units (rentals and condominiums) and townhomes. This mixture of residences will help diversify the City's housing stock as well as provide units for empty nesters, young professionals, young families, seniors, and more. Unit sizes and amenities will vary. The development should include a diversity and mix of price points.

- **Multifamily:** A total of 155 units. Individual unit sizes will vary depending on mix.
- **Townhomes:** A total of 52 townhomes averaging 3,000 square feet apiece (with garages).

### **RETAIL**

The Phase II development program does not directly include any retail uses. Hudson already has a very sizable retail base for a city of its size and the market is relatively saturated. Retail and restaurant uses should be directed to the existing Downtown and First and Main areas, unless market conditions change.

### **OFFICE**

The office component of Phase II contains approximately 145,500 square feet of space (including common areas) designed to accommodate a variety of users from corporate to medical professionals to live-work space. The need for new office space was documented in the market analysis as well as in conversations with brokers, developers and business representatives, and this level of square footage should be able to be absorbed over time given its quality and central location.

The office component also creates additional activity to support retail and restaurant uses throughout Downtown. Depending on use, office space typically ranges from 175 to 225 square feet per worker. For approximately 145,500 square feet of space, that would translate to roughly 647 to 831 workers. The International Council of Shopping Centers (ICSC) estimates the average weekly expenditure at stores and restaurants in close proximity to work at \$129 per office worker (includes buying grocery items and larger ticket items at retail stores).

Even if a more conservative approach is taken and average weekly spending is reduced to \$100, it would equate to between \$3.4 and \$4.3 million per year in additional expenditures in the immediate area.

Buildings may be constructed simultaneously for economies of scale. However, it is likely that a developer will phase construction until meeting prelease and/or prelease thresholds for the first building.

### **MIXED USE/FLEX**

The mixed use component of the development would be located just outside of the Phase II boundaries but also provide connectivity to the existing Downtown environment. This would be designed to be market driven and flexible to accommodate potential retail uses on the ground floor and office or residential above. Civic uses are also acceptable.



### **PARKING**

At this time, it is not anticipated that an additional parking structure in the Phase II development is needed. Parking is accommodated on site for each use and additional spillover/shared public parking is also provided within the area designated as flex space in the concept plan. It is envisioned that this space could accommodate additional demand from Phase II development, the library, trail use or special events.

However, a parking structure may be supported if the community needs and development perimeters change over time. A Comprehensive Downtown Parking Study should be conducted prior to actual development to determine the best course of action.

### **MORSE ROAD REALIGNMENT**

The realignment of Morse Road was considered as part of the redevelopment plan. At this time, relocation is not considered the best course of action, however, it may be revisited in the future if the development perimeters change.

There are several issues associated with realignment that need to be addressed and considered before proceeding or incorporating realignment into a redevelopment plan.

- Cost.** The associated cost for just the road reconfiguration is estimated at \$750,000 not including private utilities. In order to provide a larger development site, existing utility lines would need to be relocated or placed underground. The cost of utility relocation and/or burying underground is very expensive and contingent upon agreement and cooperation with providers.

- Cooperation with Land Conservancy.** Development would backup to Land Conservancy property and depending on site layout, a construction easement, at a minimum would need to be secured. Relocating utilities would also require utilizing Land Conservancy property as well.
- Site Yield.** The presence of overhead utility wires and a conservation easement may limit the amount of developable property ease of Morse Road. The total number of units realized relative to cost of construction, road realignment and infrastructure would have a significant impact on development feasibility.

If the City wishes to further explore the realignment of Morse Road, discussions should take place with the Land Conservancy to determine what may be agreeable in terms of encroachment. In addition a detailed engineering study should be conducted to determine underlying issues and cost as well as determination of the feasibility of relocating or burying utilities underground.

### **DEVELOPMENT BENEFITS AND IMPACTS**

As previously mentioned, existing uses do not generate any significant revenue for the City. The daily traversing of school buses through the Downtown has a negative impact on road infrastructure and creates congestion and traffic conflicts during peak hours. In addition the nature of uses including public works is not conducive to the surrounding residential uses and open space. Redevelopment will provide continuity and connectivity to the area and linkage to First and Main.

A summary of benefits includes:

- Increased tax revenue for the City of Hudson and Hudson Schools
- New residential options for seniors and young professionals
- Increase in available Downtown office space
- Alleviation of bus traffic through Downtown
- New more modern facilities for all existing public uses
- Potential for new mixed use development
- Increase in Downtown activity to help existing merchants and business

While long-term benefits outweigh potential negatives, any discussion of benefits it is equally important to discuss potential negative impacts as well. Those may include:

- Traffic to and from the new development
- Potential increased demand on City and emergency services
- Impact on surrounding uses during construction
- Cost associated with acquisition, redevelopment and infrastructure improvements



## IMPLEMENTATION

The next step in the process in realizing the vision for Downtown Phase II will be to vacate and secure as much of the property as possible through direct acquisition or options. Engineering studies will need to be conducted to determine site conditions and net developable area.

Separately, the City needs to make a policy decision as to whether they wish to further use Tax Increment Financing (TIF) to incentivize development of the site. The City's only TIF, which covered the First & Main area, expired in 2014. While a TIF eligibility study would need to be performed, eligibility factors most certainly exist in this area. The importance of establishing the TIF on the front end is that it provides an additional tool in soliciting developer and investor interest.

The City should then begin the process of preparing a developer RFQ (request for qualifications) process in which the City first solicits responses from developers or development teams to determine interest. This allows for developers to respond without a significant investment in cost and resources. Depending on the number of responses, the City can then create a "short-list" of developers from which to request more detailed proposals including preliminary development pro formas.

Once a developer or development team has been selected, the City can then begin the process of creating a developer agreement and redevelopment plan including the potential level of assistance that may be required to facilitate the desired program. Again, a benefit of controlling the property is that the City has leverage and flexibility in negotiations.

Additional development incentives and assistance can be evaluated on a case by case basis based on specific uses or businesses. This may or may not include financial incentives and could include such things as assistance with site improvements or waiving of permit fees.

One opportunity would be to assist property owners in the creation of a Special Improvement District (SID), authorized and outlined in Ohio Revised Code (ORC) 1710. A SID would allow Phase II properties (or a broader area, depending on the boundaries established) to tax themselves to provide for desired public improvements and services beyond the level currently provided. Depending on the number of property owners and the desired jurisdiction, the SID represents one additional tool to help revitalize the area.

Regardless of the incentives utilized, the City should be continuously mindful of the impact on existing Downtown businesses and property owners to ensure that Phase II development complements and does not compete with or negatively impact those individuals.

## PHASING/NEXT STEPS

The following is an overview of steps to realize the vision for Phase II development. Some steps may take place simultaneously and/or overlap and others are contingent on completion or outcome of a preceding step or task. This is not intended to be an exhaustive list, but rather an overview of phasing steps.

## PHASING/NEXT STEPS

Tasks	1	2	3	4	5	6	7
Secure property acquisition or options on all properties							
Relocate Hudson Public Power and Hudson City Schools bus garage							
Relocate City Public Works facility							
Work with Windstream on site needs							
Conduct Phase One environmental assessments							
Prepare site remediation if required							
Complete TIF Eligibility study and subsequent decision on establishment of TIF District and development incentives							
Prepare developer RFQ to qualify prospective developers							
Create short-list of developers							
Prepare developer RFP to solicit development proposals							
Select developer(s) – separate developers may be selected based on plan component							
Negotiate and secure redevelopment agreement							
Prepare marketing and promotion of Phase II							
Prepare/construct public infrastructure and improvements							
Begin construction and preleasing/presales							

*Note: These are steps and not timelines. Timing is contingent upon the completion of subsequent tasks and policy decisions. However, initial tasks can begin immediately.*



# TRANSPORTATION & MOBILITY PLAN

A well-integrated network of quality transportation options -- driving, biking, walking, or riding the bus -- is integral to the quality of life for residents and economic competitiveness for businesses. The Transportation & Mobility Plan focuses on strategic improvements to Hudson's transportation system that can reduce system inefficiencies and areas of congestion, provide missing linkages in the roadway network, increase the ease of walking and biking, and strengthen economic competitiveness through rail and interstate access.

The chapter is organized into two main sections:

- **Motorized Mobility**, which provides analysis and recommendations for the City's roads, public transit, and railroads; and
- **Bike and Pedestrian Connectivity**, which details improvements and projects that can increase the bike and pedestrian friendliness of the community and improve connectivity between key destinations.

## MOTORIZED MOBILITY

### GOAL & RECOMMENDATIONS

Provide a safe and efficient network of roads that meet the needs of Hudson's residents and businesses.

- Work cooperatively with both the State of Ohio and Summit County on road and bridge improvements, balancing regional priorities with local objectives.
- Improve traffic flow during peak travel times by utilizing intelligent traffic signaling, infrastructure improvements, traffic guards, road connections, and other applicable tools.
- Improve roadways within and along the perimeter of the central Downtown area to help manage traffic more efficiently.
- Work with the Ohio Department of Transportation to fund maintenance and improvement of Routes 8, 91, and 303.
- Identify and improve problematic intersections through signage, enhanced signalization, and realignment as needed.
- Working with neighboring municipalities and neighborhood groups, establish mutually-beneficial roadway connections between adjoining developments.
- Identify and continue to support roadway extension projects that enhance circulation, including the Oviatt connector, the South Hayden-Ogilby connector, and improvements to Norton Road.
- Work with Norfolk Southern to separate rail and vehicle crossings by grade at Stow Road and Hines Hill Road.
- Continue to evaluate infrastructure improvements that could improve safety and traffic flow under the Owen Brown rail viaduct.
- Implement high-quality gateway features at major entry points to the community to communicate a positive first impression and let travelers know they have entered Hudson.
- Develop and install wayfinding signage at strategic locations that can direct visitors to Downtown Hudson and key community facilities.
- Support the designation of State Route 8 to I-380.
- Re-evaluate existing policy to determine whether desired transportation projects should be funded locally when external funding is not available.
- Budget for maintenance, repair, and upgrade of streets as a part of the Capital Improvement Plan, including for Norton Road.
- Work with Akron Metro to increase the desirability of using public transportation as a viable method of transportation.
- Work with Akron Metro to ensure Hudson's employment hubs are properly served, both by the location of bus stops as well as the frequency.
- Work with Norfolk Southern and the Akron Metro Regional Transportation Authority to reinstate the currently inactive rail line running in a south-westerly direction from roughly the center of Hudson to the Stow border, providing industrial users along Season Road with rail access.

## PEDESTRIAN & BIKE CONNECTIVITY

### GOAL & RECOMMENDATIONS

Establish a well-connected network of sidewalks, pathways, and trails that increase the safety and desirability of walking and biking.

- Continue implementation of the Connectivity Plan, with an immediate focus on constructing new pathways along major roads such as Route 91, Route 303, Middleton Road, Boston Mills Road, and Barlow Road and phasing in sidewalks to other underserved areas in the mid- to long-term.
- Work with the Hudson School District and the city's private schools to ensure safe "walk to school routes" and identify critical gaps in the sidewalk system.
- Continue to require the construction of sidewalks and the accommodation of trails within new development.
- Establish short trails or pathways between subdivisions that can increase access to parks and open space and reduce the need to walk or bike along busier roadways.
- Continue development of bikeways or dedicated bike lanes along Route 91, Route 303, Terex Road, Barlow Road, Stow Road, Aurora Street, and Middleton Road.
- Encourage, incentivize, or require business owners and developers to include bike infrastructure and other pedestrian enhancements into new developments.
- Aggressively pursue development of the Veterans Trail.
- Support development of regional trail connections that can better connect Hudson with Cleveland and Akron, such as a new trail connection between the Hike Bike Trail and the Towpath Trail.
- Add pedestrian amenities, such as benches and trash receptacles, along trails and pathways in appropriate locations and intervals.

# MOTORIZED TRANSPORTATION PLAN

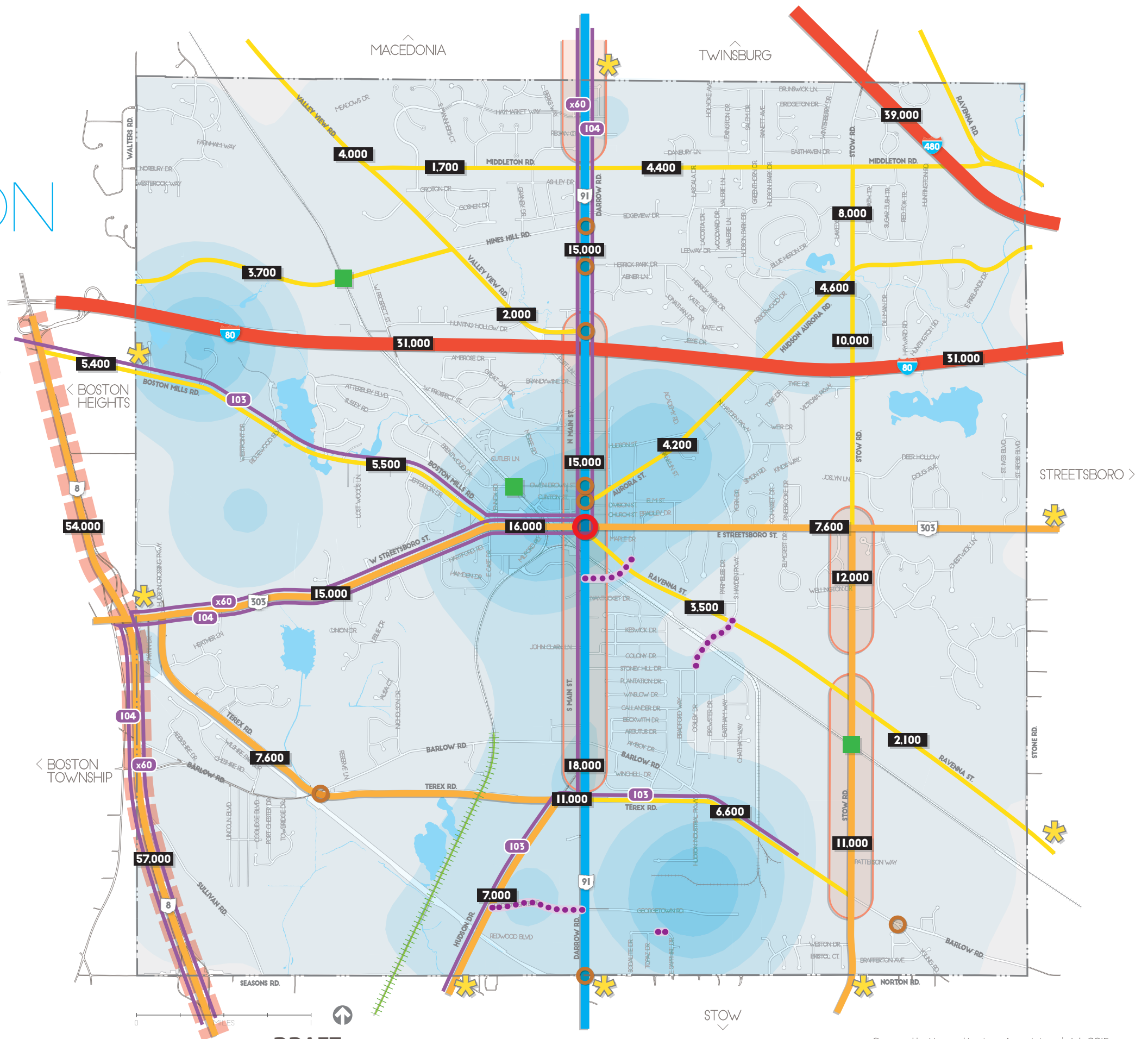
A well-integrated network of quality transportation options is integral to the quality of life for residents and economic competitiveness for businesses. The Motorized Transportation Plan focuses on strategic improvements to Hudson's transportation system that can reduce system inefficiencies and areas of congestion, provide missing linkages in the roadway network, and strengthen economic competitiveness through rail and interstate access.

## MAP KEY

- Interstates
- Principle Arterials
- Minor Arterials
- Collectors
- Locals
- Metro Bus Routes
- Reinstated Rail to Active Status Between Barlow Road and Downtown
- Re-Designation of Route 8 to I-380
- Congestion Mitigation Area
- High Priority Problematic Intersection
- Problematic Intersection
- Road Connection
- Rail Crossing Improvement
- Gateways
- Average Daily Traffic (ADT)  
Source: Ohio Department of Transportation (ODOT) 2014

## EMPLOYMENT DENSITY (JOBS PER SQ. MI.)

- 225 or fewer
- 226-887
- 888-1,990
- 1,991-3,535
- 3,536 or greater





## ROADS

### INTER-JURISDICTIONAL COOPERATION

The City of Hudson is responsible for the day-to-day maintenance and oversight of Hudson's roads, including Routes 8, 91, and 303, although these three roadways fall under the jurisdiction of the Ohio Department of Transportation. Major improvements to state roads require state approval and are generally funded by state and federal dollars. This can limit the City's ability to make improvements and control road access. The two expressways that cut through Hudson, I-80 and I-480, fall under the jurisdiction of the Ohio Turnpike and Infrastructure Commission and Ohio Department of Transportation, respectively. No roads fall under Summit County's jurisdiction, although several bridges do. It is important that the City work cooperatively with both the State of Ohio and Summit County to balance regional priorities with local objectives.



### CLASSIFICATION

Hudson's roads are classified into five different categories by the Ohio Department of Transportation based on the service and access they provide to motorists. This classification system designed by the federal government helps government officials, planners, and engineers understand the role of each roadway, as well as what type of treatments and investment are needed. In some aspects, Hudson's road network is different from many other communities, as high volume and busy roadways have low posted speeds and are two lane roads, such as Route 303.

It is important to note that these classifications are not static. As traffic volumes increase on particular roads due to regional and/or local factors, it will be important to modify these classifications to ensure roads support the proper level of land access, mobility, maintenance, and right-of-way.

The five road classifications used within Hudson are explained below and depicted on the Motorized Transportation Plan:

- **Interstates** are high-speed roadways that provide high levels of mobility but no land access. Neither I-80 nor I-480 have exits in Hudson, however, both roads pass through the city.
- **Principle Arterials** are busy roadways that link interstates with less busy roads and serve as the main spine within the community. Route 91 is a principle arterial.
- **Minor Arterials** support principle arterials and often intersect with principle arterials. Route 303, Terex Road, Hudson Drive, and parts of Stow Road are all minor arterials.
- **Collectors** provide access to both arterials and neighborhoods, parks, schools, and small commercial areas. They balance land access with mobility and collect traffic and disburse it into the busier traffic grid.
- **Locals** are the most common road classifications in Hudson. They are mostly residential roadways and provide direct access to homes through driveways and curb cuts.

### PROJECT FUNDING

The City should continue to budget for maintenance, repair, and upgrade of existing streets as a part of the Capital Improvement Plan. The City should also work with relevant county, regional, state, and federal partners to identify funding for improvements detailed within the Comprehensive Plan. The Implementation Chapter provides more details about potential funding sources.

The existing policy of the City of Hudson is to maintain the existing road infrastructure and not build new, unless external funding is available. In the coming years, the City should also re-evaluate this policy to determine if desired projects should be funded locally when external funding is not available.



### CONGESTION MITIGATION

Two roads, Routes 303 and 91, form the spine of Hudson's road network and serve the majority of the city's traffic. As a result, segments of these roads become congested during peak times, particularly at the heart of the city where both roads converge. The Akron Metropolitan Area Transportation Study (AMATS) organization has designated the area north of the intersection as a "high crash roadway" and the intersection itself as "near capacity."

AMATS developed a transportation model comparing congestion in Hudson for both 2010 (actual) and 2035 (projected). Congestion was defined as roads operating at a Levels of Service "D," "E," or "F," which are the lowest level of service on a scale ranging from A-F. The calculation is a function of traffic volume and actual road capacity.

As seen in the accompanying graphic, Hudson's congestion is projected to generally remain moderate and consistent between 2010 and 2035. Key changes that will impact mobility and infrastructure needs include increased congestion at the intersection of Routes 91 and 303 and along Stow Road and decreased congestion along Route 303.

Road widening within these congested areas is not feasible or desired. Two-lane roads are an integral part of Hudson's small town character, and in many cases, existing development patterns prevent right-of-way expansion. Opportunities to reduce congestion in include:

- Utilizing intelligent traffic signaling that can adapt in real time to fluctuations in traffic volume;
- Placing traffic guard(s) or police officer(s) at the intersection of Route 303 and 91 to direct traffic during peak periods;
- Constructing road connections to the existing network that can direct traffic away from the intersection of Route 303 and 91, such as the Oviatt Connector (linking Ravenna and Oviatt Streets with Route 91);
- Constructing a grade separated rail crossing at Stow Road;
- Working with businesses located in areas of high employment density to establish staggered work shifts that can alleviate traffic during peak hours; and
- Encouraging walking, biking, or the usage of public transportation.



### RAILROAD CROSSINGS

An active rail line intersects with both Stow Road and Hines Hill Road without any grade separation. This often causes delays for drivers and stalls traffic until the train passes. The City should work with Norfolk Southern to separate rail and vehicle crossings by grade at Stow Road and Hines Hill Road, as well as work to identify funding for such a project.

Along Owen Brown Street, within the Downtown Phase II study area, a narrow right-of-way under a rail culvert inhibits safe and efficient traffic flow. The City should add a traffic signal to regulate movement under the culvert, limiting traffic flow to one direction at any given time.

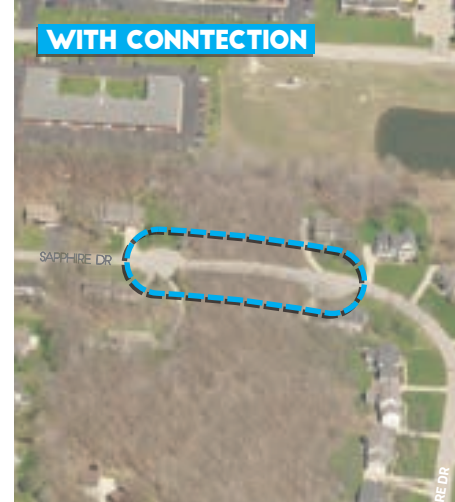


### DESIGNATION OF ROUTE 8 TO I-380

Hudson's industrial areas would greatly benefit from the re-designation of State Route 8, which runs along the western border of the community, to I-380. It would increase the attractiveness of operating a business in the area, assist in marketing and branding, and provide for additional funding opportunities for road improvements.

### INTERSECTION IMPROVEMENTS

Several intersections were identified by the City, residents, and the Akron Metropolitan Area Transportation Study as being problematic or difficult to navigate. These intersections are depicted on the accompanying map and should be evaluated for improvements. The City should continue to identify and improve problematic intersections through signage, enhanced signalization, and realignment.



### GATEWAYS & WAYFINDING

The points at which visitors enter a community are called "gateway" areas. The character and appearance of these areas are important factors in determining the overall image and perception of Hudson as a whole. These areas, such as along Route 91 and Route 303 can serve as locations for distinctive signage incorporating the City's logo and having similar landscape and hardscape features. Recently, several gateway signs were added. The City should expand gateway features to other key entry points. Gateway signage notifying motorists and pedestrians that they have entered Downtown Hudson could also be beneficial to better branding and defining the Downtown.

Wayfinding signs effectively direct motorists, cyclists, and pedestrians to points of interest throughout a given area. In conjunction with gateways, the City should install context-appropriate wayfinding signage throughout Hudson. These signs should have a uniform design and incorporate the City's logo. Key locations that should be identified include municipal buildings such as Downtown, City Hall, Barlow Community Center, Western Reserve Academy, schools, athletic fields, and more. The size and scale of the signs will vary depending on the scale of the environment and speed of travel, with smaller pedestrian-oriented signage in Downtown and larger auto-oriented signage in corridor areas.

### SUBDIVISION CONNECTIONS

Many residential subdivisions are not connected to one another due to cul-de-sacs and dead-ends that do not link to adjacent neighboring streets. This can make mobility and navigation for motorists, walkers, and cyclists difficult and inefficient, and also inhibit social connections. Examples of include at Sapphire Drive or Clayton Court and Cutler Lane.

It is recognized that the usage of cul-de-sacs do have positive benefits, such as creating attractive vistas as well as reducing thru traffic. Working with neighborhood groups, the City should examine the use of cul-de-sacs and dead ends and implement simple road connections where it is determined that connecting the grid provides significant overall benefit without compromising the character of adjacent neighborhoods. The City should also re-evaluate existing regulations to ensure that logical connections can be made in future adjacent developments.

### RAIL

An active Norfolk Southern line runs in a southeasterly direction through the community with access at multiple industrial sites. On any given day, between 55-65 trains utilize the line. The other main right-of-way is inactive, running roughly from the intersection of Route 91 and 303 in a southwesterly direction. Ownership of the inactive railway is split between Norfolk Southern in the north and Akron Metro Regional Transportation Authority in south. Hudson is not served by passenger rail service.

In order to increase the marketability of industrial properties along the rail line, particularly the Seasons Greene Eco-Industrial Park, the City should work with Norfolk Southern and the Akron Metro Regional Transportation Authority to reinstate this rail line to active status. Activation should be coordinated closely with development of the regional Veterans Trail (detailed in the following section) to ensure a safe "rails with trails" corridor.

### PUBLIC TRANSPORTATION

Hudson is served directly by three of Akron Metro's bus routes:

- **Bus Route 103**, which runs from Downtown Akron to Boston Heights.
- **Bus Route 104**, which runs from Downtown Akron to the Creekside Park and Ride in Twinsburg.
- **Bus Route x60**, which runs from Cuyahoga Falls to Twinsburg.

Collectively, these routes are regional in nature, seeking to connect select locations in Hudson to other cities and towns. The current design of the routes make intra-city trips challenging.

Based on employment density data provided by the U.S. Census Bureau, Hudson has three main employment areas, based on employment density: (a) Downtown Hudson, (b) the office park cluster along Boston Mills Road near the border with Boston Heights, and (c) the industrial area containing Little Tikes and JoAnn Fabrics in the southern portion of town. The City should work with Akron Metro to ensure these employment hubs are properly served, both by the location of bus stops as well as the frequency.

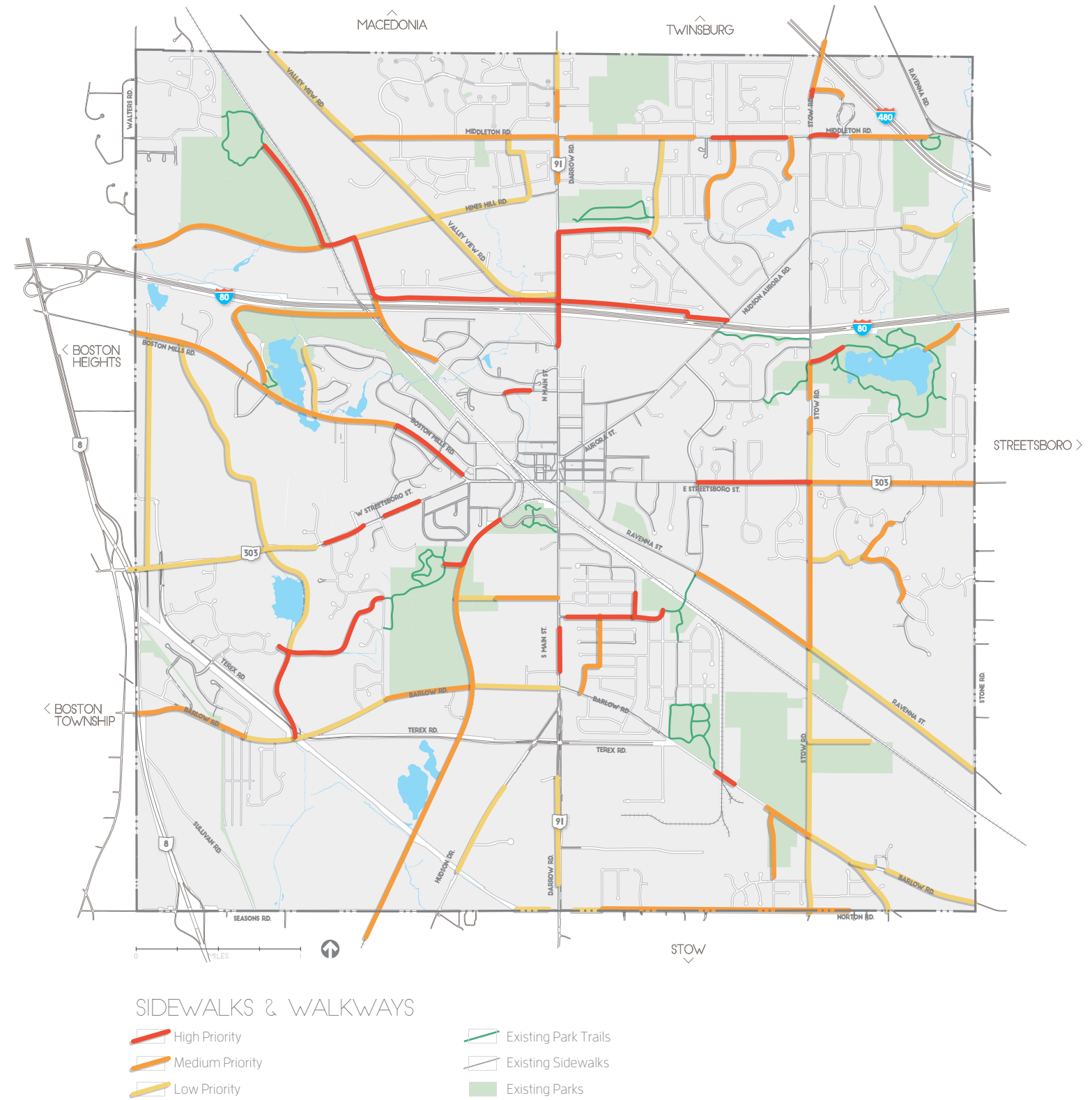
Anecdotal information suggests that the majority of riders on Hudson's three existing routes are not Hudson residents. Based on community demographics, existing infrastructure, and spatial analysis, it is assumed that Hudson residents will continue to use the automobile as the primary method of transportation. However, the City should work with Akron Metro to increase the desirability of public transportation as a viable method of transportation, particularly among Western Reserve Academy students, youth, seniors, and those looking to enjoy an evening out in Downtown, as well as for festivals and events.

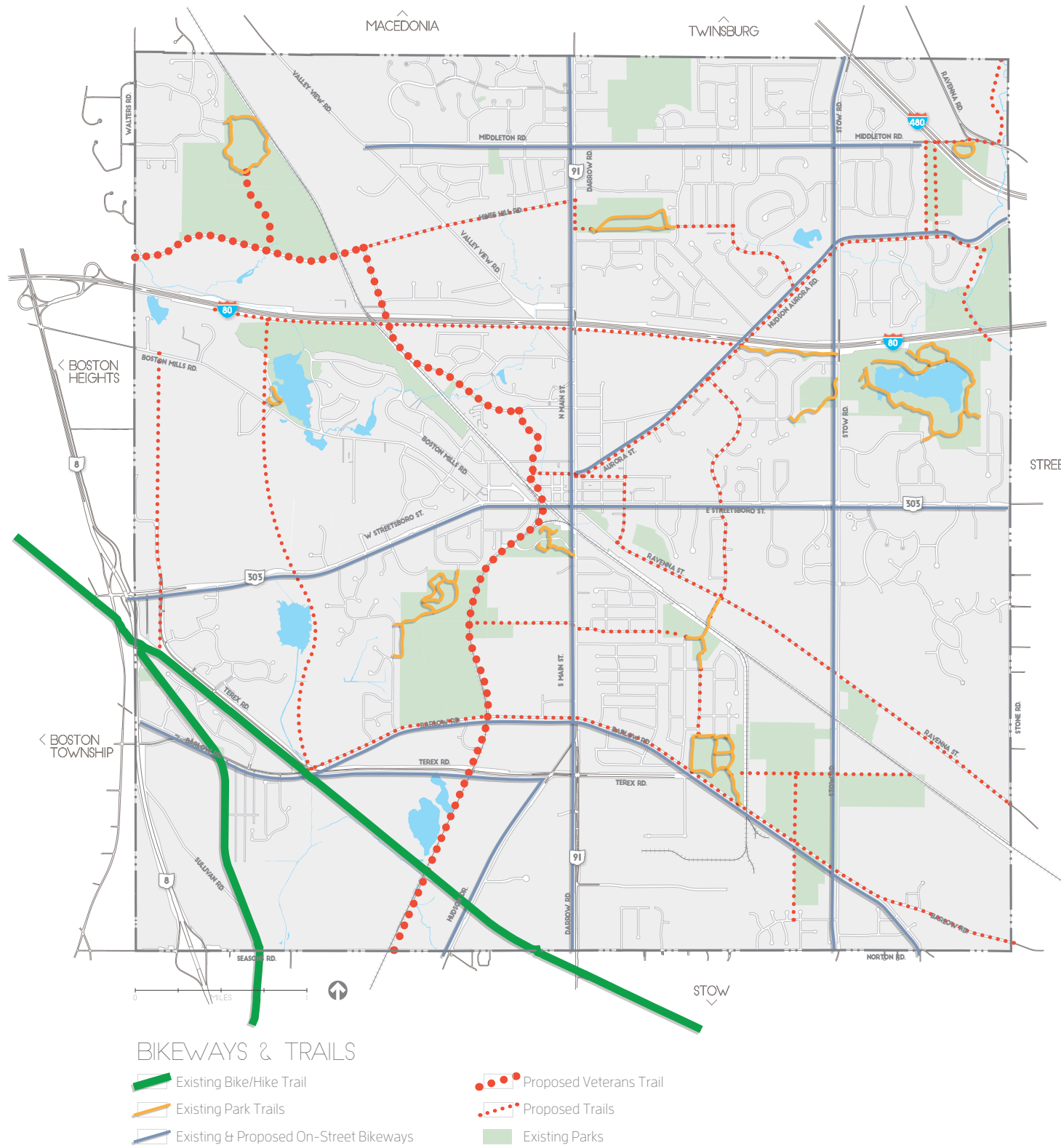
## SIDEWALKS & WALKWAYS

Sidewalk and walkway access within Hudson varies widely by location. Within the core, the sidewalk network is relatively complete due to long-standing municipal requirements that new residential development contain sidewalks. Outside of the core, in the former unincorporated areas, sidewalks become sparser. Nearly three-quarters of Hudson's residential streets were built under County authority and the County did not require residential construction to include sidewalks. As such, the City has the challenge of trying to retrofit already developed areas to establish basic pedestrian infrastructure.

The City underwent a public process in 2013 to assess improvements to the pedestrian and bike network. The Connectivity Plan recommended development of new sidewalks and pathways and prioritized them based on a variety of factors. The Plan's recommendations rightly recognize that many lower density subdivisions may not need or desire sidewalks within the subdivisions themselves; instead, connections between subdivisions and commercial areas, other subdivisions, parks, schools, and Downtown are more important.

The Comprehensive Plan recommends continued implementation of the Connectivity Plan, with an immediate focus on constructing new sidewalks and pathways within the city core extending outward, particularly along such major roads such as Route 91, Route 303, Middleton Road, Boston Mills Road, and Barlow Road. Phasing should be based on the "high priority," "medium priority," and "low priority" levels established in the Plan and depicted in the accompanying graphic.





## BIKEWAYS

The City in 2013 approved bikeways and signage on some of Hudson's main roads, including Route 91, Route 303, Terex Road, Barlow Road, Stow Road, Aurora Street, and Middleton Road. The City should continue implementation of this program, with a particular focus on using on-street bikeways and bike lanes to link neighborhoods, the Veterans' Trail, City parks, the Hike and Bike Trail, and Downtown Hudson. It is expected that on-street bike infrastructure will remain limited to appropriate major roadways. To support the bikeway system, the City should evaluate encouraging or requiring business owners and developers to include bike infrastructure and other pedestrian enhancements into new developments.

## TRAILS

Hudson has an established trails network, but many opportunities for expansion exist both internally as well as externally to a regional system spanning the greater Cleveland and Akron regions. Expansion will not only increase resident quality of life, reduce traffic congestion, and encourage healthy behaviors, but also better link residents and non-residents alike with important Hudson assets such as Downtown Hudson.

Hudson's existing trail network consists of the Summit County Bike and Hike Trail running through the southwest corner of the community, as well as a series of smaller trails within city parks that span from 1/6th of a mile to 2 miles in length. The Bike and Hike Trail is a "rails to trails" conversion and its 34 miles of trail links to the Cleveland Metroparks Trail in the north at the Cuyahoga County line.

## LOCAL TRAILS

The City's 2000 Parks and Recreation Master Plan, which still guides local policy decisions, proposed several new local trails that would increase community connectivity. The Comprehensive Plan endorses these recommendations, and they are depicted in the accompanying graphic.

The City should continue to expand the trail network as a method of both transportation and recreation. New residential and commercial developments should be required to connect to the trail network, where applicable.

## VETERANS TRAIL

The Veterans Trail is a high priority regional trail currently being planned for by the City, in partnership with neighboring communities. It is comprised of two pieces: the Heights to Hudson Trail and the Akron Secondary Line Trail, which intersect at Veterans Way Park near Downtown Hudson. The City should continue to invest in planning and infrastructure that can support development of the trail over time and provide important local and regional connections.

## HUDSON TO CLEVELAND

Hudson sits in an advantageous location, with varying degrees of access to several regional trails running through the greater Cleveland and Akron regions. The City should maintain a regional focus on transportation and recreation, and actively work with other communities, counties, not-for-profits, and the State of Ohio to establish connections between Hudson's trail infrastructure and other important regional trails, such as the Towpath Trail and the Portage Hike and Bike Trail. For example, construction of the Veterans Way Trail as well as a connection between the Hike and Bike Trail and the Towpath Trail would permit cyclists to bike from Downtown Hudson to Downtown Cleveland via the Cuyahoga Valley National Park.

## TRAIL ORIENTED DEVELOPMENT

New high density development, such as condominiums, apartments, townhomes, and duplexes, should be positioned along the new Veterans Trail and the existing Hike and Bike Trail to maximize recreational and transportation access for residents. Young professionals would enjoy easy access to a regional bicycle trail network, and seniors would be able to exercise and walk safely to Downtown Hudson.

Building off of the success of the "Trails of Hudson" development, the Residential Areas Framework Plan within the Land Use Plan identifies locations along the Hike and Bike Trail and the Veterans Trail suitable for such development, although Downtown Hudson is considered the most desirable location for trail-oriented development.



# PARKS, OPEN SPACES & ENVIRONMENTAL FEATURES PLAN

*Parks, open spaces, and environmental features play a vital role in shaping Hudson's quality of life. Parks provide opportunities for social activity, physical exercise, and interaction with nature. The presence of rivers, forests, open spaces, and streams strengthens biodiversity, beautifies the landscape, and supports healthy lifestyles.*

*The Parks, Open Space, & Environmental Features Plan presents policies and recommendations which seek to preserve and protect important and sensitive environmental features and to ensure Hudson residents continue to enjoy excellent parks, open space, and recreation opportunities. The Plan's analysis and recommendations cover:*

- **Parks & Recreation**, which are spaces with maintained infrastructure such as paths or playgrounds that promote exercise and activity and are open to the public. This includes outdoor parks, athletic fields, golf courses, and indoor recreation facilities.
- **Open Spaces**, which are outdoor natural areas. They are not vacant or undeveloped; their primary purpose is either active or passive natural use. Open spaces may include a forested area behind a development, a property with a conservation easement placed on it, green space between subdivisions, or undevelopable property due to flooding or wetlands.
- **Environmental Features**, which include rivers, streams, floodplain, natural habitats, soils, wetlands, and other environmental assets and characteristics.

## GOAL & OBJECTIVES

Preserve and enhance an integrated network of parks, open spaces, and trails that strengthen the quality of life, protect the environment, and improve community health.

- Plan and budget for improvements to existing parks, and evaluate whether an update for the 2000 Parks Master Plan is needed to better assess future needs.
- Thoroughly evaluate the feasibility and cost of constructing a Community Recreation Center that could serve all residents and increase the attractiveness of living in Hudson. An advisory committee of key stakeholders should be formed to further study the issue.
- Support Summit County Metro Parks as it continues to develop additional park space within Hudson, such as TenBroeck Metro Park and Maple Grove Metro Park.
- Work to establish Hudson as a regional recreation destination.
- Work with the Parks Board, neighborhood groups and community leaders to identify locations for new neighborhood or pocket parks.
- Explore ways to strengthen programs for the community's youth and senior citizens at parks, at the Barlow Road Community Center, and at identified common spaces.
- Continue to require parkland dedication or a "Funds-In-Lieu-of-Parks Fund" contribution for all new residential developments, recognizing that a monetary payment is the preferred policy end due to an abundance of existing parkland.
- Encourage or require private park or open space dedications within large industrial or commercial developments for employee usage.
- Work with neighboring municipalities and Summit County to develop regional trail connections, such as the Veterans Trail, that can increase connectivity both within Hudson and the greater region.
- Establish local trails or pathways between subdivisions that can increase access to parks and open space and reduce the need to walk or bike along busier roadways.
- Support the mission of the Western Reserve Land Conservancy and the usage of conservation easements to prevent development of environmentally sensitive and rural areas.
- Minimize development impacts on natural features such as wetlands, ponds, and mature trees, where applicable.
- As development and redevelopment occurs, incrementally bury overhead utility lines to avoid potential conflicts with trees as they grow and mature.
- Evaluate changes to development regulations based on recommendations included in the Brandywine Creek Watershed Plan, such as establishing steep slope protections, developing a mitigation plan for wetland and riparian impacts, permitting flexible development by right, and implementing a low impact development ordinance.
- Work with regional and local partners to prevent contamination of the four watersheds in which Hudson is located.
- Minimize localized flooding in neighborhoods and commercial areas through investment in local detention facilities, green infrastructure, and traditional stormwater systems.

## EXISTING PARKS & RECREATION FACILITIES

Name	Operator	Functional Classification	Service Area Classification	Pavilion	Sports Area or Fields	Size (Acres)
Barlow Farm Park	City of Hudson	Active Park	Community	Y	Y	60 acres
Bicentennial Woods Park	City of Hudson	Limited Use	Neighborhood	N	N	33 acres
Boston Mills Park	City of Hudson	Limited Use	Neighborhood	N	N	8 acres
Cascade Park	City of Hudson	Mixed-Use	Community	Y	Y	75 acres
Colony Park	City of Hudson	Mixed-Use	Neighborhood	Y	Y	34 acres
Darrow Park	City of Hudson	Mixed-Use	Community	N	N	63 acres
DiNovi Park	City of Hudson	Limited Use	Neighborhood	N	N	6 acres
Doc's Woods Park	City of Hudson	Limited Use	Community	N	N	59 acres
Ellsworth Meadows Golf Course	City of Hudson	Golf Course	Other	Y	N/A	163 acres
High Point Park	City of Hudson	Limited Use	Community	N	N	52 acres
Hudson Country Club	Private	Golf Course	Other	N/A	N/A	204 acres
Hudson Springs Park	City of Hudson	Mixed-Use	Community	Y	Y	260 acres
Lake Forest Country Club	Private	Golf Course	Other	N/A	N/A	145 acres
McLaren Woods Park	City of Hudson	Limited Use	Neighborhood	N	N	27 acres
Maple Grove Park	City of Hudson	Limited Use	Community	N	N	100 acres
Middleton Park	City of Hudson	Mixed-Use	Neighborhood	Y	Y	9 acres
Oak Grove Park	City of Hudson	Active	Community	Y	Y	30 acres
Robinson Field Park	City of Hudson	Limited Use	Community	N	N	31 acres
Trumbull Woods Park	City of Hudson	Limited Use	Neighborhood	N	N	18 acres
Veterans Way Park	City of Hudson	Mixed-Use	Community	Y	Y	38 acres
Wildlife Woods Park	City of Hudson	Limited Use	Community	N	N	58 acres
Wood Hollow Metro Park	Summit County	Limited Use	Community	Y	N	150 acres

**Total Acreage: 1,623 acres**

## PARKS & RECREATION

As of 2015, Hudson contains nineteen park sites, eighteen of which are operated by the City of Hudson and one by Summit County, and three golf courses, one operated by the City of Hudson and two by private owners. Collectively, these facilities provide more than 1,600 acres of green space for outdoor activities.

Each park has been classified by the City into one of three categories by the City according to its usage:

- **Active parks** are parkland where there is a concentration of facilities for organized recreational facilities;
- **Mixed use parks** are parkland providing a blend of both active recreation opportunities as well as preserved open space; and
- **Limited use parks** are environmentally sensitive and protected areas with trails and hiking.

## PARKLAND EVALUATION

The National Recreation Park Association (NRPA) is the recognized authority for parks and recreational planning in the United States. The NRPA provides an extensive list of standards for local parks and recreation planning. These standards serve as a "baseline," recognizing that individual communities must respond to demographic changes, land use context, funding for maintenance and installation, and other factors. The NRPA recommends that individual communities establish their own standards for local application. Within the NRPA standards, there are two major categories: population-based standards and service area/geography-based standards.



## POPULATION BASED STANDARDS

The NRPA recommends a standard of 10 acres of parkland for every 1,000 residents. Their standard does not include parks of regional or state significance, nor does it include public school properties or golf courses. Based on this calculation, Hudson exceeds the national standard by nearly 1,000 acres of parkland. However, it is important to note that much of Hudson's parkland includes passive natural space.

## SERVICE AREA STANDARDS

Park and recreation master plans typically utilize service area standards to analyze the location of parks and recreation facilities. The NRPA provides suggested service standards for neighborhood parks and community-wide facilities. These standards should be used to assess the effectiveness of Hudson's parks and identified underserved areas.

The consulting team has classified all of Hudson's parks as either neighborhood or community parks. The service areas of each park are shown on the accompanying map to depict which areas are served or not served by the existing park systems. Residential areas, sidewalks, and trails are also included to depict connectivity issues between residential areas and parks.

- **Neighborhood Parks** are the basic unit of the park system and serve as the recreational and social focus of the neighborhood. They generally range from 5 acres to 30 acres in size. The NRPA recommends that each resident have access to a neighborhood park within ½ mile of their home. This reflects an average walk time of 10 minutes. Within this area, uninterrupted and fully accessible pedestrian infrastructure should be provided. Examples of a Neighborhood Park include Middleton Park and Boston Mills Park.
- **Community Parks** serve both local neighborhoods as well as larger populations that drive to the park. They serve a larger geographic area and often have facilities such as ball fields or trails, and can offer recreational opportunities beyond what is available in neighborhood parks. The NRPA recommends a range of service standards for different community parks and facilities typically varying between one and two miles. Examples of a Community Park include Oak Grove Park and Hudson Springs Park.

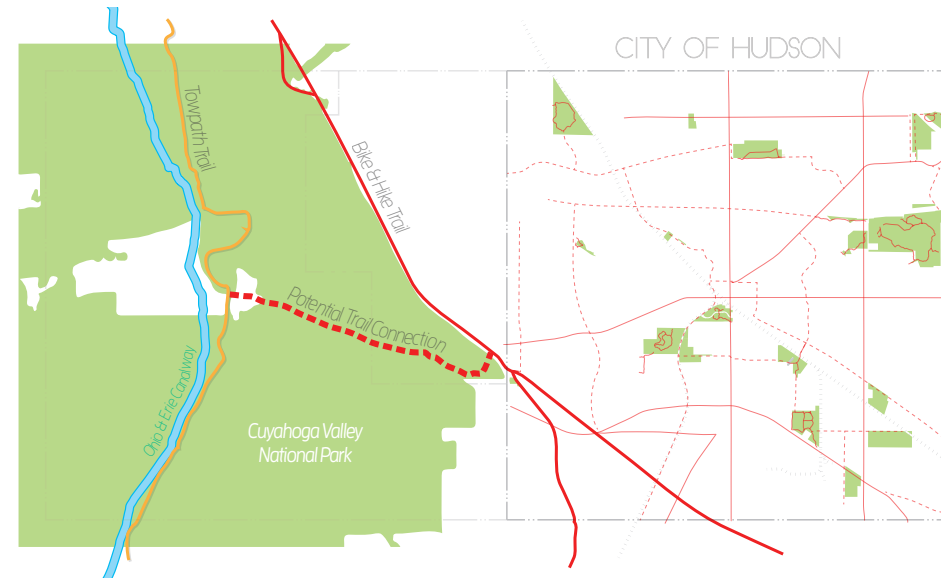
## PUBLIC PARKLAND DEDICATION & FUNDS-IN-LIEU-OF-PARKS FUND

Section 1207.05 of the City's Land Development Code requires a minimum dedication of 10 acres of community parkland and 3 acres of neighborhood parks per 1,000 residents within any new residential subdivision. Developers may also instead pay into a Funds-In-Lieu-of-Parks Fund. The owner of the development is responsible for maintenance unless dedicated to a public entity. The City should encourage payment into the Funds-In-Lieu of Parks Fund as opposed to dedication of new parkland, given the abundance of existing parkland.

## NEW COUNTY PARKS

The City Parks Department does not plan on adding any new parkland or facilities at this time. However, two new parks are being planned by Summit County: Maple Grove Metro Park, a new regional park totaling an estimated 250 acres along Hines Hill Road, and TenBroeck Metro Park, a new regional park totaling 137 acres split between Hudson and Streetsboro in the northeast part of the city. The City should support Metro Parks in the development of these two new parks, including coordinating necessary infrastructure and utility improvements and providing trails and walkways connecting residents to the parks.





### TOWPATH TRAIL

While not directly accessible at present from Hudson, the Towpath Trail (roughly 3 miles west of city limits) is a prominent regional draw. The 85 mile trail runs through the heart of the Ohio and Erie Canalway, hugging the Cuyahoga River and providing stunning views for cyclists and pedestrians. Summit County has recommended creation of a new trail ("Gateway Trail") connecting the Bike and Hike Trail and the Towpath Trail. If completed, it would provide Hudson residents direct access to hundreds of miles of new trails throughout the region.

### CONCLUSIONS

From a quantity perspective, Hudson contains an abundance of parkland. More than 19 parks provide a blend of active and passive recreation opportunities for the city's residents and regional visitors. Additionally, most residential lots are a half-acre or larger, meaning that children often have ample space at home to play outdoors.

At the same time, the city has a very limited supply of small neighborhood parks that can serve as structured play spaces for children, with basketball courts or playgrounds. Most parks operate more like open spaces and preservation areas than active play areas, and some are challenging to access on foot or bike from residential areas. The City should work with neighborhood groups and community leaders to identify locations for new neighborhood or pocket parks which could meet this need for more localized parks, as well as continue to implement sidewalk and trail improvements that can connect residential areas to existing parks. As the City's most recent Parks and Recreation Master Plan dates back to 2000, the City should evaluate investing in an update to the plan.

### COMMUNITY RECREATION CENTER

Throughout the outreach process, residents passionately advocated for the development of a community recreation or aquatic center. At present, the city does not have any centralized public location for such activities. While Hudson City Schools and Western Reserve Academy operate such facilities, they are not open to the general public. Barlow Community Center only offers meeting space and does not have any recreational offerings.

The Comprehensive Plan views the construction of a new Community Recreation Center as a desirable and realistic project that meets an unmet need, however, it is recognized that it would be an extremely costly endeavor to the City. The City should thoroughly evaluate the feasibility and cost of constructing a Community Recreation Center that could serve all residents and help increase the attractiveness of living and working in Hudson.

Immediately after the adoption of the Comprehensive Plan, the City should form an advisory committee of citizens, local officials, and key stakeholders to more thoroughly evaluate the issue and make a formal recommendation on whether or not to move forward with plans for a new facility. Important items that the committee should address and report on include:

- Level of community support and need
- Programming and operational responsibilities
- Potential location(s)
- Types of recreation to be included within the facility (e.g. basketball courts, pool, exercise room, hockey rink, etc.)
- Cost
- Financing

### LOCAL & REGIONAL TRAILS

Hudson's existing trail network consists of the Summit County Bike and Hike Trail running through the southwest corner of the community, as well as a series of smaller trails within city parks that span from 1/6th of a mile to 2 miles in length. The Bike and Hike Trail is a "rails to trails" conversion and its 34 miles of trail links to the Cleveland Metroparks Trail in the north at the Cuyahoga County line.

Hudson has an established trails network, but many opportunities for expansion exist -- both internally as well as externally to a regional system spanning the greater Cleveland and Akron regions. Expansion will not only increase resident quality of life, reduce traffic congestion, and encourage healthy lifestyles, but also better link residents and non-residents alike to important Hudson assets such as Downtown Hudson. For more information on trail expansions, please see **Chapter 7: Transportation & Mobility Plan**.

### HUDSON AS A RECREATIONAL DESTINATION

Hudson offers more than 1,600 acres of parkland, lakes, ponds, forests, and open space, as well as miles of local and regional trails. If the proposed trails recommended in **Chapter 7: Transportation & Mobility Plan** are implemented by the City and other regional partners, Downtown Hudson would be connected with Downtowns in Cleveland and Akron. In particular, proximity to the neighboring 33,000 acre Cuyahoga Valley National Park is a huge asset that should be further capitalized on. National Geographic describes the park as:

*"Secluded trails through rugged gorges that seem far removed from civilization; vistas of tree-covered hills where the urban world is out of sight; marshes where beaver, herons, and wood ducks thrive."*

*Crisscrossed by roads and freeways, encompassing towns, private attractions, and city parks, Cuyahoga Valley is hardly comparable to the vast western wilderness parks—a circumstance that leads to even more surprises. Visitors can ride a scenic railroad, hear a symphony concert, attend an art exhibit, play golf, or, in winter, zoom down snowy ski slopes."*

— National Geographic



## **PRESERVATION OF GREEN SPACE**

Hudson's greenspaces, including forests, environmental features, and open spaces, play an integral role in sustaining a healthy ecosystem and providing an attractive landscape as well as flood mitigation. The City's Land Use Development Code uses a variety of regulations to protect, sustain, and enhance Hudson's natural environment. Other ways in which the City and residents can protect Hudson's open spaces include conservation easements, low impact development, open space dedication requirements, and support for agricultural heritage.

### **OPEN SPACE DEDICATION REQUIREMENTS**

Section I207.05 of the City's Land Development Code requires a minimum of 6 acres of passive open space per 1,000 residents of any new residential development. The City should continue to require passive open space dedication requirements to protect and provide open space. If development starts to pick up at a pace that concerns the community, the City may consider increasing the minimum requirement.

### **WESTERN RESERVE LAND CONSERVANCY & CONSERVATION EASEMENTS**

The Western Reserve Land Conservancy is a nonprofit dedicated to preserving the natural resources of northern Ohio. They work with landowners, communities, government agencies, park systems, and other nonprofits to permanently protect natural areas and farmland.

Their primary tool for preservation is the conservation easement, which allows property owners to transfer their development rights, and permanently preserve their land without surrendering ownership. This protection remains with the land, even if it is sold. Once a property is permanently preserved with a conservation easement, the land conservancy ensures it remains protected. The City should support the mission of the Western Reserve Land Conservancy and the usage of conservation easements, and work with property owners to prevent development of environmentally sensitive and rural areas.

### **LOW IMPACT DEVELOPMENT**

New residential development may encroach on environmentally sensitive areas, particularly in areas designated as Low Density or Moderate Density character areas in the Land Use and Development Plan. The City should develop low impact development regulations and utilize design review to provide developers with the flexibility to cluster residential development in certain portions of a site, thereby leaving larger contiguous areas of stream buffers, wetlands, tree stands, and other assets undisturbed. For more information, please see **Chapter 5: Land Use & Development Plan**.

### **AGRICULTURAL HERITAGE & LOCAL FOOD PRODUCTION**

Several parcels within Hudson are used for low-scale agricultural production. Farming and rural character are an important piece of Hudson's history. The City should prevent the premature conversion of agricultural land, recognizing it contributes to a visually diverse landscape and encourages local food production. Opportunities to safeguard and promote agricultural land and heritage should also be encouraged, including for educational programming (e.g. Case-Barlow Farm) as well as for entertainment and recreation (e.g. pumpkin patches, hay rides, fall festivals, etc.).

# PARKS & RECREATION PLAN

Parks play a vital role in shaping Hudson's quality of life, providing opportunities for social activity, physical exercise, and interaction with nature. This chapter presents policies and recommendations that help ensure Hudson residents continue to enjoy excellent parks and recreation services. This map depicts the City's 24 parks and golf courses, trails, residential areas, and park service areas (either 0.5 miles or 1.0 mile, depending on classification). This analysis helps determine what residential areas need better park access and also visually communicates how existing and proposed parks and trails interact with one another and how they support the city's neighborhoods.

## MAP KEY

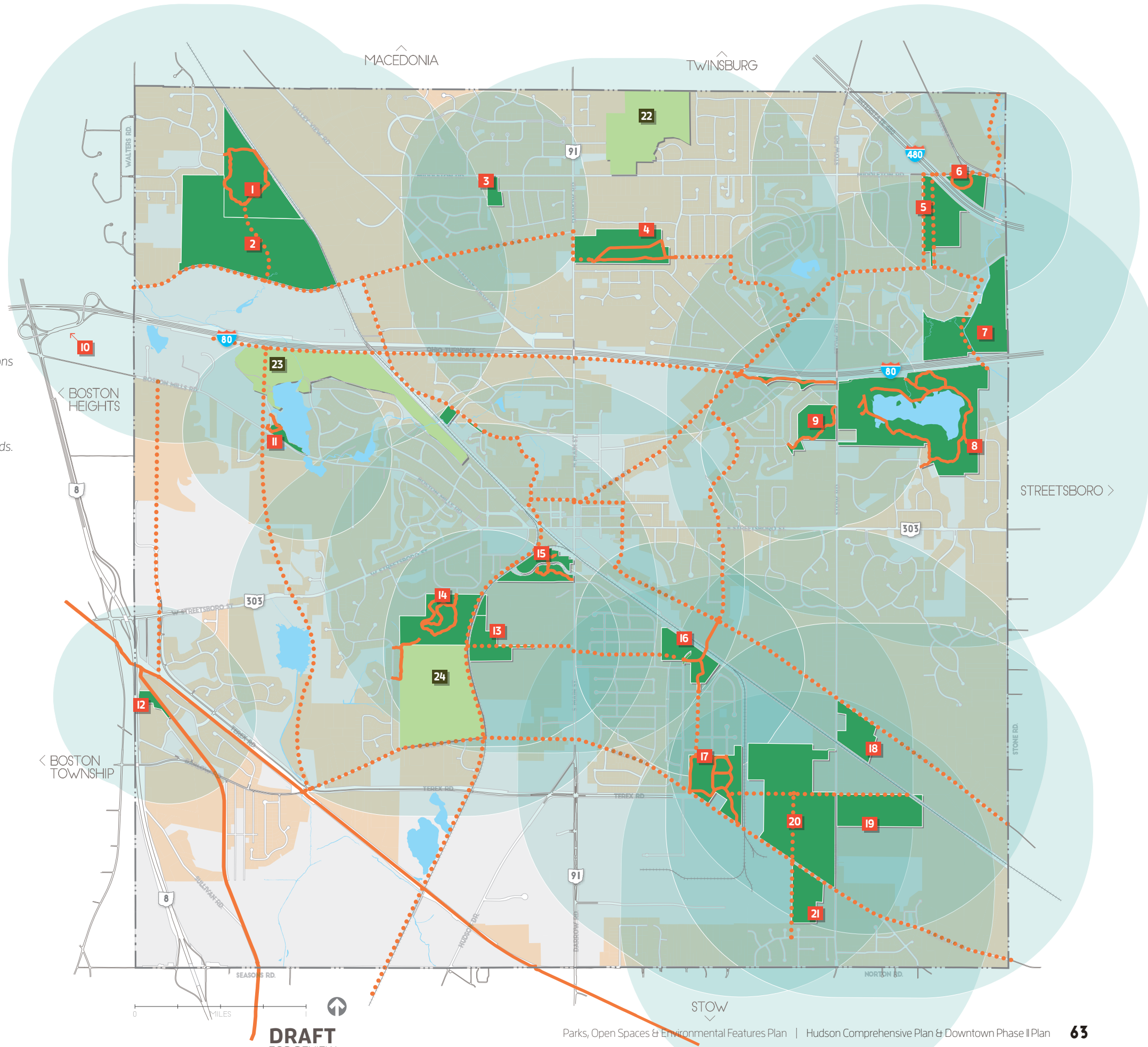
- Parks
- Golf Course
- Park Service Areas
- Residential Areas
- Existing Trails
- Proposed Trails

### Parks

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">1</span> Maple Grove Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">2</span> Maple Grove Metro Park (Proposed)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">3</span> Middleton Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">4</span> Darrow Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">5</span> Trumbull Woods Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">6</span> High Point Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">7</span> Tenbroeck Metro Park (Proposed)</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">8</span> Hudson Springs Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">9</span> Bicentennial Woods</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">10</span> Wildlife Woods</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">11</span> Boston Mills Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">12</span> DiNovi Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">13</span> MacLaren Woods</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">14</span> Cascade Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">15</span> Veterans Way Park</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">16</span> Colony Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">17</span> Barlow Farm Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">18</span> Robinson Field Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">19</span> Doc's Woods Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">20</span> Wood Hollow Metro</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">21</span> Oak Grove Park</li> </ul> |
|--|--|---|

### Golf Courses

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">22</span> Hudson Country Club</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">23</span> Lake Forest Country Club</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #800000; color: white; text-align: center; line-height: 10px;">24</span> Ellsworth Meadows Golf Course</li> </ul> |
|---|--|---|





## PROTECTION & ENHANCEMENT OF ENVIRONMENTAL FEATURES

### WATERSHEDS & WETLANDS

The quality of the watershed and the water system in and around Hudson greatly affects the natural environment and public health. A watershed is an area of land where all above-ground and sub-surface water drains to a single point. Hudson is split between four watersheds: Brandywine Creek in the northwest, Tinkers Creek in the northeast, Mud Brook in the south, and Fish Creek in the extreme southeast. Natural features such as soils, slopes, waterways, floodplains, wetlands, forests, and riparian zones all influence the health of the watershed and its impact on groundwater recharge.

Wetlands are lands inundated or saturated with water at a frequency and duration sufficient to support vegetation and animals adapted for life in such conditions. Examples include marshes, bogs, and swamps. If properly maintained, they can filter water of impurities, recycle nutrients, capture rainwater, and provide a habitat for wildlife. Hudson's wetlands are mostly found on the far eastern and western parts of the city, although wetlands are scattered throughout the city core.

The 2013 Brandywine Creek Watershed Plan authored by the Ohio Balanced Growth Initiative evaluated Hudson's ordinances for incorporation of best practices in watershed and wetland preservation and enhancement. Hudson's existing regulations met the majority of the Plan's suggested parameters, however, the Plan recommended that the City:

- Consider the usage of flexible development "by right";
- Develop a low impact development ordinance;
- Develop a mitigation plan for wetland and riparian impacts; and
- Require protection of steep slopes.

In addition to implementing these changes, the City should work with regional and local partners to develop regional approaches to prevent watershed contamination.

### FLOODPLAINS

Floodplains are any areas of land that are susceptible to being overcome from floodwaters in the event of a 100-year flood. In other words, during any given year, there is a 1% chance that the area will be flooded. The City's floodplain is mostly concentrated on the western side of the city, between I-80 in the north and city limits in the south.

Development is not permitted without a special development permit issued by the City's Floodplain Administrator. The City should continue to restrict development in floodplains. All undeveloped or vacant properties located within a floodplain were designated as open space within the Land Use Plan.

### TREE CANOPIES

Tree canopies, or the city's tree cover, act as an urban forest and help shield direct sunlight, absorb rainwater, and improve air quality. Trees also increase quality of life by beautifying the streetscape. Hudson's tree canopy is well-preserved, even in the face of development.

Continued preservation of open space, incorporation of mature trees within new developments, and healthy maintenance of the existing street tree network will all continue to protect and preserve Hudson's tree canopy. Additionally, as development and redevelopment occurs, the City should incrementally bury overhead utility lines to avoid potential conflicts with trees as they grow and mature.

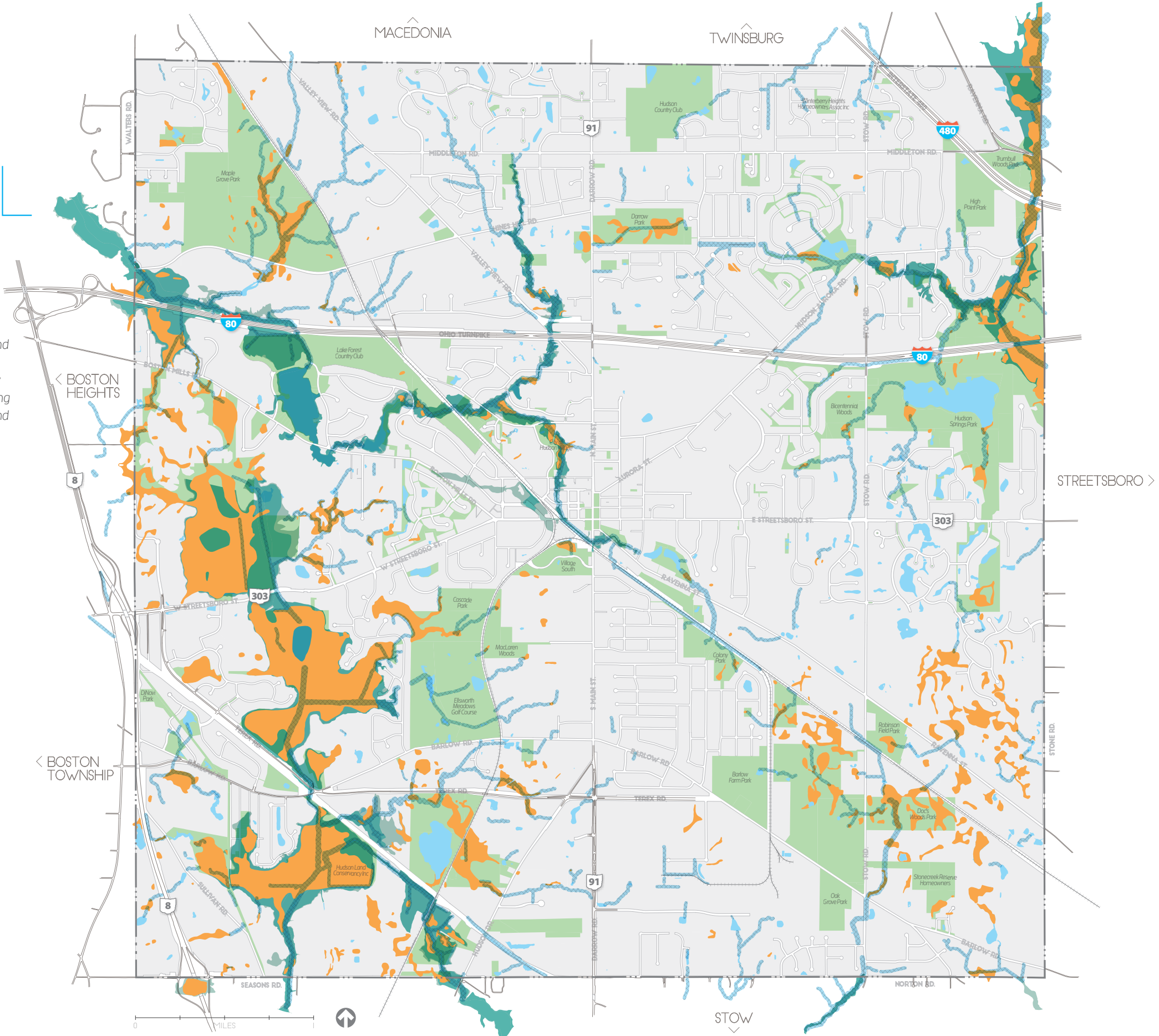
# OPEN SPACE & ENVIRONMENTAL FEATURES PLAN

Hudson's open spaces and environmental features play an integral role in sustaining a healthy ecosystem and providing a beautiful landscape. They also contribute greatly to flood mitigation and the absorption of rainwater. This chapter seeks to preserve and protect open space, as well as important and sensitive environmental features. Important recommendations include utilizing low impact development, conservation easements, and open space dedication requirements; restricting development on floodplains and wetlands; incorporating mature trees into new developments; and working with regional partners to protect Hudson's four watersheds from contamination.

- MAP KEY**
- Parks & Open Space
  - Wetlands
  - Streams, Rivers, & Waterways
  - 100 Year Floodplain
  - Riparian Setbacks
  - 500 Year Floodplain



**Hudson Tree Canopy**  
 Generalized Tree Canopy  
 Street Trees



**DRAFT**  
FOR REVIEW



# COMMUNITY FACILITIES & SERVICES PLAN

One of the strengths of the Hudson community is the quality of its community facilities and local government services. Community facilities support the provision of services and amenities that define local quality of life and the desirability of living and working in Hudson. This includes critical City services, as well as those services provided by other governmental bodies, such as the public school district, library, private schools, and a variety of utility providers.

The Community Facilities & Services Plan presents general policies and guidelines to help ensure Hudson remains well-served by high quality facilities and services. However, it is not intended to supersede goals and policies of other agencies, or act as a substitute for more detailed planning that should be undertaken by the City and other providers.

The Plan is composed of three main parts:

- **City Government**, providing recommendations for City facilities, operations, and key City-owned properties;
- **Education**, detailing recommendations in support of Hudson’s public schools, private schools, and the public library; and
- **Utilities**, which includes an overview of the city’s water, sewer, and power providers and recommendations on how to increase efficiency and equality in service distribution.

## GOAL & RECOMMENDATIONS

Provide, or support the provision of, community facilities and services that strengthen the quality of life within Hudson and make it one of the best places to live in Ohio.

- Pursue the concept of a new Municipal Services Center (MSC) within a campus-like setting that can capitalize on synergies with the neighboring Barlow Community Center and Fire and Police stations.
- Evaluate the consolidation of the City’s Public Works facilities into a single, shared, weather-protected facility.
- Evaluate opportunities for shared office space between the City and the administrative arm of the Hudson School District at the new MSC site.
- Install fire hydrants in underserved locations.
- Work with public safety providers to ensure that emergency vehicles can effectively service all areas of the City.
- Relocate civic/public uses currently located within the Downtown Phase II study area to locations that are more suitable and cost-effective.
- Support the operations of the Hudson School District, Western Reserve Academy, Hudson Montessori School, Hudson Library and Historical Society, and Seton Catholic School, including expansion or relocation, as necessary.
- Maintain positive channels of communication with all public and quasi-public agencies and community service providers to ensure better coordination of projects and better coordinated long-range plans.
- Continue to closely evaluate development proposals to ensure the intensity of any new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies.
- Increase cooperation between the city’s four water providers to ensure consistency of delivery and parity in consumer cost, including evaluating opportunities for consolidation or transfer of water lines/service areas.
- Address any portions of the sanitary and stormwater sewer network that suffer from inflow and infiltration issues.
- Fund and implement water infrastructure projects that can alleviate flooding and its impact on stormwater sewer system capacity.
- Evaluate opportunities to better align, streamline, or consolidate garbage service within the city.



## CITY GOVERNMENT

The City of Hudson provides a variety of municipal services to its residents. Day-to-day governance is overseen by a City Manager, and operations are split between 14 departments: Communications, Community Development, Economic Development, Ellsworth Meadows Golf Club, Engineering, Finance, Fire and Emergency Medical Services (EMS), Geographic Information Systems (GIS), Cable TV, Human Resources, Information Services, Parks, Police, and Public Works.

The City's three key goals for governance include:

- Create a more vibrant and connected residential community;
- Develop the commercial and industrial base of Hudson; and
- Improve the efficiency, effectiveness, quality, and availability of services.

Hudson is considered a well-managed and financially stable community. It is one of only several cities in Ohio that have an AAA bond rating from both Standard and Poors and Moody's.

## GENERAL APPROACH TO FACILITIES

The City maintains many community facilities, ranging from wastewater treatment facilities to Town Hall. The City should monitor the condition of these facilities, and consider the following measures to ensure their long-term viability:

- **On-going maintenance.** All structures should be monitored for regular maintenance needs, including façade rehabilitation, roof repair, water and electrical upgrades and code compliance, sidewalk improvements, ADA accessibility, parking lot improvements, etc.
- **Data and technology.** Where appropriate, data technologies should be upgraded to enhance the operations within a facility and improve coordination between departments or buildings.
- **Energy efficiency.** All facilities should be made more energy efficient through improvements to heating and cooling systems, windows and doors, weather stripping, potential alternative energy sources (i.e. solar, wind or geothermal), upgrades to light fixtures, and the installation of more efficient appliances, infrastructure systems, etc.
- **Consolidation.** The City should consider opportunities to consolidate departments or services into fewer facilities.

## OVIATT STREET CIVIC CAMPUS

### NEW MUNICIPAL SERVICES CENTER

After growing out of limited space at Town Hall in Downtown Hudson, and combining operations from several other locations, the City relocated administrative operations to an office park on the western side of the city in 2013 at 115 Executive Parkway. This temporary move allowed the City to improve operational efficiency while assessing future needs and identifying a permanent location for the City's operations.

A comprehensive facilities analysis completed in 2015 recommended construction of a new, permanent Municipal Services Center (MSC) near existing municipal uses along Oviatt Street and Ravenna Street. The Comprehensive Plan endorses this location or another within the vicinity. The new MSC should be constructed within a campus-like setting that can capitalize on synergies with the neighboring Barlow Community Center and Fire and Police Stations. The area should be branded as the City's "civic campus," and should be attractive, well-landscaped, and connected to the existing trail network and nearby open spaces. The proposed new site could also accommodate office space for the administrative arm of the Hudson School District. The City should continue to work with the School District to evaluate such a partnership.

### FIRE/EMS DEPARTMENT & HUDSON SAFETY CENTER

Operations for the Fire and EMS Department are housed at the Hudson Safety Center at 40 S. Oviatt Street, next to the Police Station. Their fire insurance rating is on par with neighboring communities, and water supply and distribution systems are reported as being adequate. At present, the department has no plans to add facilities; however, they are running out of room in the Safety Center. The City should continue to assess the operational needs of the Fire Department and evaluate opportunities for additional space. Additionally, 25% of the community does not have access to fire hydrants. The City should work with the Fire Department to construct additional fire hydrants in underserved locations.

### POLICE DEPARTMENT & POLICE STATION

The Police Department operates out of the Police Station at 36 S. Oviatt Street. It is staffed by 28 full-time officers as well as four auxiliary officers and several dispatchers and civilian personnel. There are no plans to add to the facility. The City should continue to provide its law enforcement personnel with the tools they need to continue Hudson's status as one of the safest communities in Ohio, as well as work with both the Fire and Police Departments on identifying road improvements that can help them more effectively service all areas of the community.





*BARLOW COMMUNITY CENTER*

The Barlow Community Center is located at 41 South Oviatt Street across from the Police Station and Hudson Safety Center. It contains a variety of rooms and a full auditorium, and is near a pond and walking trails. Residents and organizations can rent rooms for events. It is reported that during some community events, the supply of parking is inadequate. The City should continue to make this facility available to residents as a desirable place to host community events, including identifying opportunities for additional parking.

*TOWN HALL*

Historic Town Hall, located within Downtown Hudson, is no longer used for the City's administrative functions. However, it is still used by City Council and various boards for public hearings and meetings. The unused office space is currently used by not-for-profits and community groups.

**PUBLIC WORKS**

The Department of Public Works is responsible for the maintenance of the City's facilities and infrastructure. At present, they operate out of three separate facilities, two of which are undersized for the operations they handle: Existing facilities include:

- 115 Executive Parkway (Municipal Service Center)
- 1769 Georgetown Road
- 95 Owen Brown Street

The City is currently evaluating options for a new public works facility that could consolidate operations, increase efficiencies, and provide for additional space. It is important that any new facility includes weather-protected storage areas for vehicles and equipment. Possible locations are detailed in the following section.

**CITY-OWNED UNDEVELOPED PROPERTIES**

Two undeveloped properties owned by the City of Hudson are important to highlight given their ability to influence municipal operations, accommodate relocation of uses currently within the Downtown Phase II study area, and accommodate other potential development opportunities. Within the Land Use Plan, both are designated as a "flex" land use to maintain flexibility in their future usage, provided that their future usage is appropriate given the properties' surrounding uses.

*YOUTH DEVELOPMENT CENTER (YDC) PROPERTY*

The 4.28 acre Youth Development Center (YDC) site was bought by the City of Hudson from Cuyahoga County in 2009 for \$6.9 million. Originally a rehabilitation site for wayward boys from Cleveland, the YDC operated from 1902 until its closure in 2008. 68% of the site (293 acres out of 428 acres) is undevelopable due to conservation easements owned by the Western Reserve Land Conservancy.

The site was identified through a comprehensive needs analysis as being suitable for relocation of uses currently within the Downtown Phase II study area, including the Hudson City School's bus garage, and operations for the Public Works Department and Hudson Public Power. The developable portion of the YDC could accommodate these operations, but could also remain open space or be used for residential or office uses.

*KOBERNA PROPERTY*

The Koberna property is located on the west side of Route 91, near the intersection with Terex Road. The comprehensive needs analysis identified the site as being suitable for a Public Works salt dome. Located along a major corridor, the property could also accommodate civic, commercial, or office uses.



## EDUCATION

This section provides a brief overview on educational service providers within Hudson. The City should support the operations of the Hudson City Schools, Western Reserve Academy, Hudson Montessori School, Seton Catholic School, and the Hudson Library and Historical Society in their missions, as well as supporting expansion or relocation, as necessary and appropriate.

### **HUDSON CITY SCHOOLS**

Hudson's public schools play an important role in Hudson's civic pride and are extremely well-regarded within Ohio. While school enrollment has declined, this is in line with broader regional trends. The District's jurisdiction includes all of the City of Hudson, as well as parts of Stow, Boston Heights, Cuyahoga Falls, and Boston Township. District performance ranks within the top 2% of all of Ohio's school districts and Hudson High School was named the sixth best high school in the state by US News and World Report in 2014.

The District operates six schools. Four schools (East Woods Elementary School, McDowell Elementary School, Evamere Elementary, and Hudson Middle School,) are clustered together on a unified campus just northeast of Downtown, with Hudson High School and Ellsworth Hill Elementary School sited northeast of this campus. The District reports that the capacity of its schools are between 75% and 80%, and they have no plans to add to existing facilities, although the building interiors of several schools will require upgrades in the coming years.

District administration operates out of three single family detached homes adjacent to Hudson High School. These offices are reported as being aging and inefficient. The City should support Hudson City Schools in identifying office space that can better meet their needs, including opportunities to build a facility within the new proposed civic campus. The City should also work with the school district to reposition the homes along Hudson Aurora Road, if vacated.

The Hudson City School District's bus garage, currently located within the Downtown Phase II Study Area, provides a home base for bus circulation as well as repairs. As noted, the City has several suitable locations available for such a relocation. The City should continue to work with the School District to relocate the existing bus garage to a suitable and cost-effective location.

Additionally, as the City makes changes to the Growth Management Residential Allocation System, the City should work closely with Hudson City Schools to ensure the changes are mutually beneficial and do not negatively impact public schools.

### **WESTERN RESERVE ACADEMY**

The Western Reserve Academy opened in 1916 on the site of the former Western Reserve College. The leafy campus resembles a New England liberal arts college, and each year, roughly 400 students from around the world attend the extremely well-regarded college prep school. The Academy does not have any current plans to expand, but reports that as contiguous properties become available, they will evaluate options based on their need.

### **OTHER SCHOOLS**

The community contains two other highly-regarded private schools: Hudson Montessori School and Seton Catholic School.

### **HUDSON LIBRARY & HISTORICAL SOCIETY**

The Hudson Library and Historical Society is located in Downtown Hudson and acts as the western anchor of the First & Main Development. The 50,000 square foot facility opened in 2005, and its collection contains nearly 300,000 items. The library is a separate entity from the City of Hudson, and receives revenue through a local operating levy and state library funding, among others. The City should continue to support the library, and engage it throughout the Downtown Phase II process to avoid any negative impacts on their operations.

## UTILITY INFRASTRUCTURE

Growth and provision of utility infrastructure are intricately linked. The merger of the unincorporated township with the City resulted in inconsistent development patterns and utility service infrastructure. This has caused different qualities of service and billing rates among Hudson residents. Moving forward, the City should work with different providers to ensure reliable, safe, cost-efficient service delivery for all utility customers.

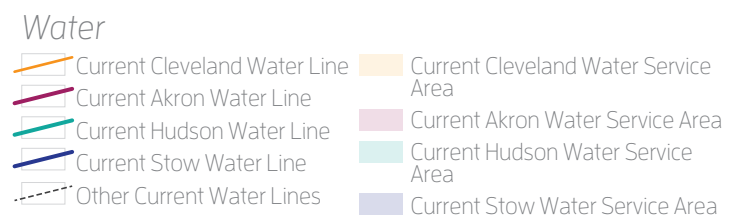
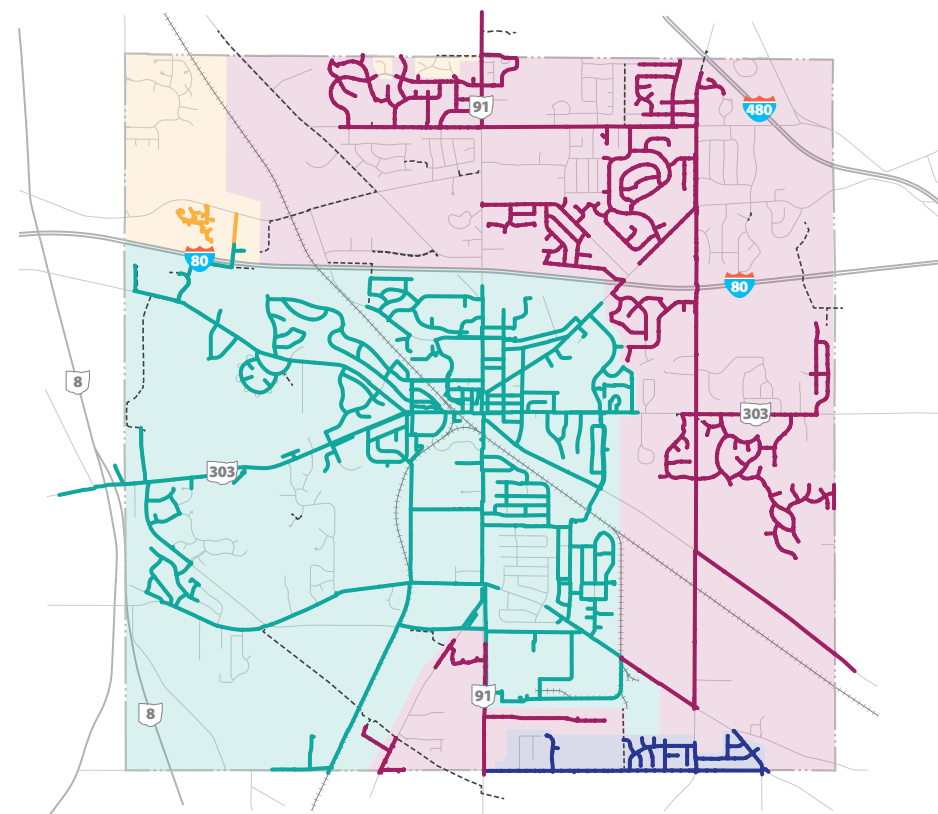
Many vacant and undeveloped areas do not have existing infrastructure. The City should prioritize development in areas of Hudson that are already served by some level of infrastructure and services, but continue to evaluate the effectiveness of expanding utilities for economic development purposes, where appropriate.



**WATER**

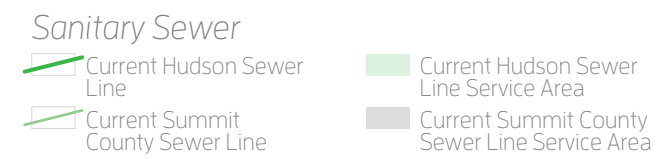
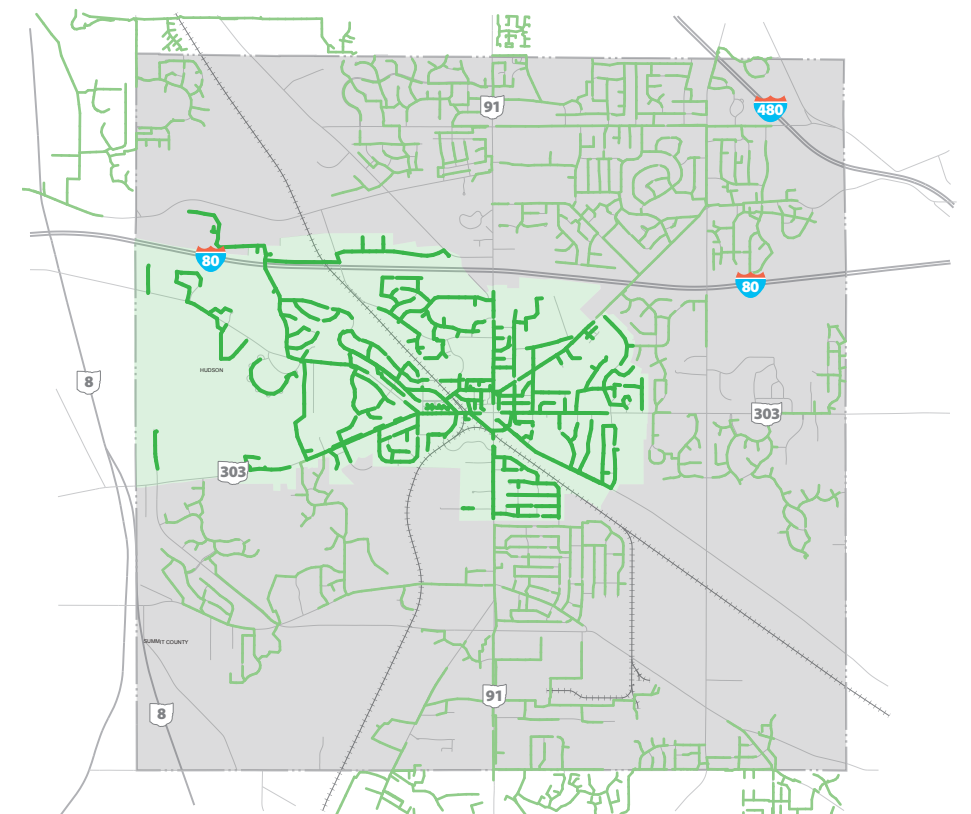
Water service in Hudson is split among four different water providers: the City of Hudson, City of Akron, City of Cleveland and City of Stow. Some properties also use wells. The City of Hudson provides service to the largest geographic area of the four, and is planning water extensions into the southern industrial area (Seasons Road/ Route 91/Hudson Drive).

The City's system is aging and will need adequate maintenance and improvement. The City should also help facilitate cooperation between the four water providers to ensure consistency of delivery and parity in consumer cost. This may include consolidation or transfer of water lines/service areas.



**SANITARY SEWER**

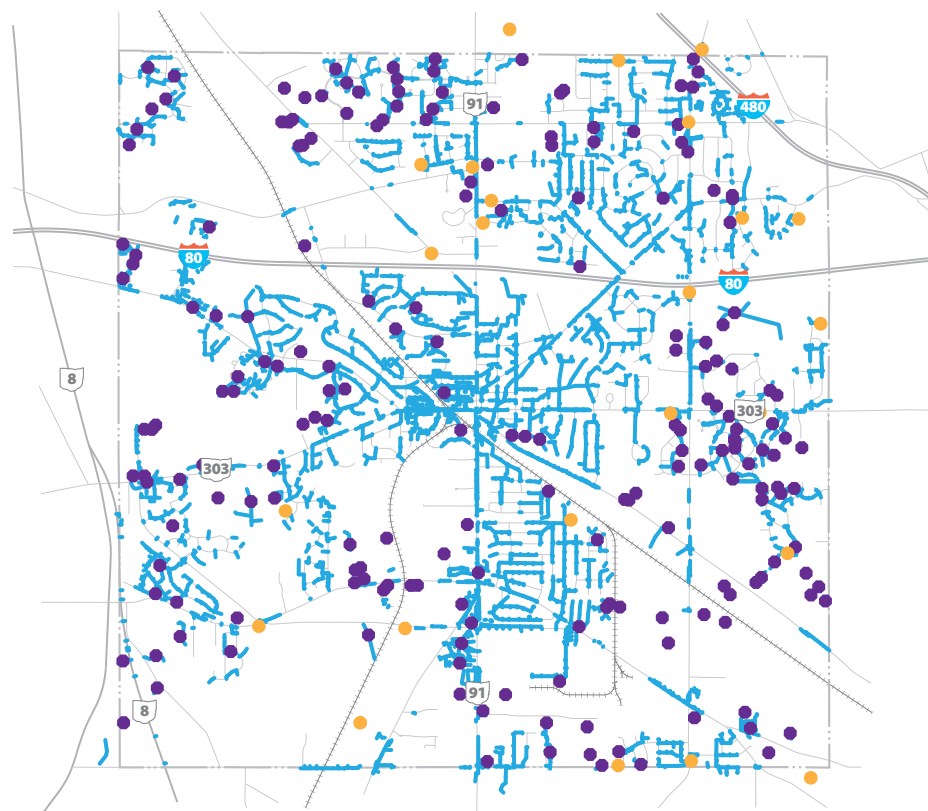
Sanitary sewer service is provided by the City of Hudson in the historic core and western part of the city, with Summit County responsible for service to the remaining areas. Some households and businesses also fall under the Northeast Ohio Regional Sewer District. The City recently evaluated its sanitary sewer system and has identified areas of concern that the City needs to investigate in more detail, particularly the need to alleviate inflow and infiltration into the system. A recent engineering study showed that Downtown Hudson is one of the most problematic locations for system inflow and infiltration. The City should continue to repair and upgrade its sanitary sewer system.





**STORMWATER SEWER**

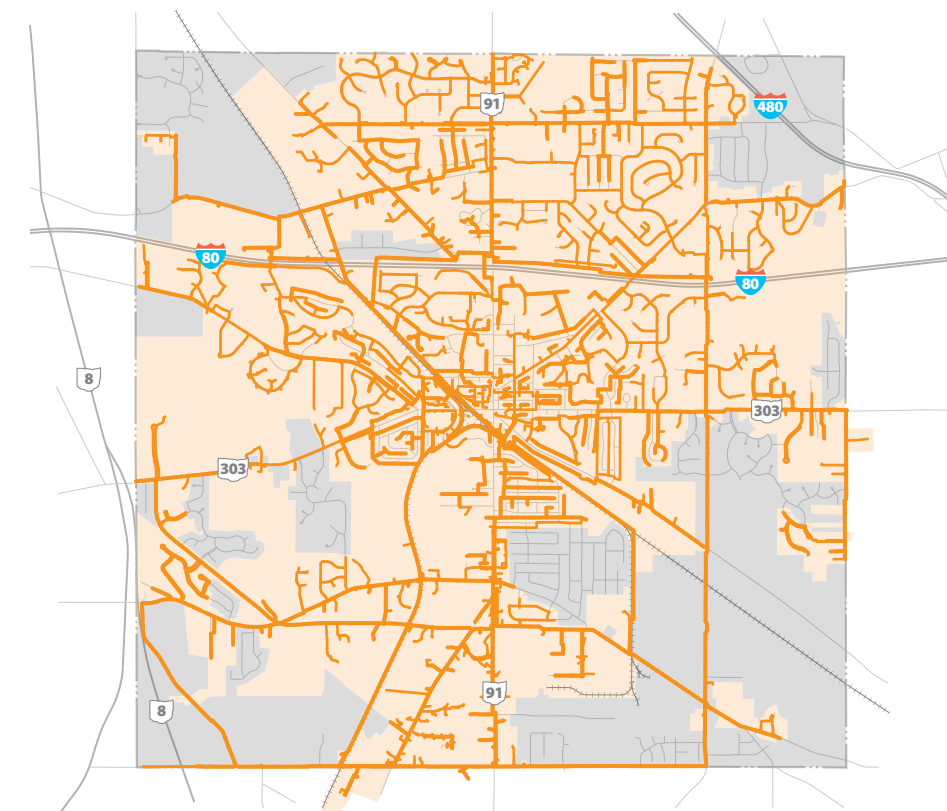
As with the sanitary sewer, stormwater sewer service is provided by both the City of Hudson and Summit County. Many areas that are served by sanitary sewer lines do not have storm sewer lines. The City reports that several major projects are needed to alleviate flooding and its effect on system capacity, including a Norfolk-Southern Culvert and a pond on the Koberna property. The inflow of stormwater into the sanitary system is also reported as a serious problem. The City should address any portions of the sanitary and stormwater sewer network that suffer from inflow and infiltration issues, as well as fund and implement green (e.g. open space and wetland preservation, rain gardens, bioswales, etc.), blue (e.g. retrofitting existing systems with high efficiency devices), and gray (e.g. conventional drainage and pipe systems) water infrastructure projects that can alleviate flooding and its effect on stormwater sewer system capacity.



**Stormwater Sewer**  
 — Current Storm Lines  
 ● Current Pump Station  
 ● Current Retention Ponds

**POWER**

The majority of the City in both population and geography is served by the City of Hudson/Hudson Public Power, with the corners of the city serviced by First Energy. Hudson Public Power is composed of 100 miles of overhead and 60 miles of underground wire, and is connected to the nation's power grid through two points of entry, creating system redundancy to prevent power failure.



**Power**  
 — Current Hudson Electric Line  
 ■ Current Hudson Electric Service Area  
 ■ Current Summit County Electric Service Area

# COMMUNITY FACILITIES PLAN

The Community Facilities and Services Plan identifies key community facilities and services found throughout the City. Community facilities support the provision of services and amenities that define local quality of life and the desirability of living and working in Hudson. This includes critical City services, as well as those services provided by other governmental bodies, such as the public school district, library, private schools, and a variety of utilities providers. The Community Facilities & Services Plan presents general policies and guidelines to help ensure Hudson remains well-served by high quality facilities and services.

## MAP KEY

- City of Hudson
- Public Health
- Education
- Cemeteries
- Other Facilities
- Parks
- Utilities
- ⋯ Civic Campus Area

### City of Hudson

- 1 City of Hudson Municipal Services Center
- 2 YDC Property (Undeveloped)
- 3 Hudson City Wastewater Treatment
- 15 Hudson City Electric Department
- 18 Hudson Town Hall
- 19 Hudson City Police Department
- 20 Potential City Hall Site
- 21 Barlow Community Center & Hudson Safety Center
- 22 Hudson Fire Department
- 24 Hudson Water Treatment Plant
- 26 Koberna Property (Undeveloped)
- 28 Hudson City Public Works

### Public Health

- 27 Akron Children's Hospital Pediatrics

### Education

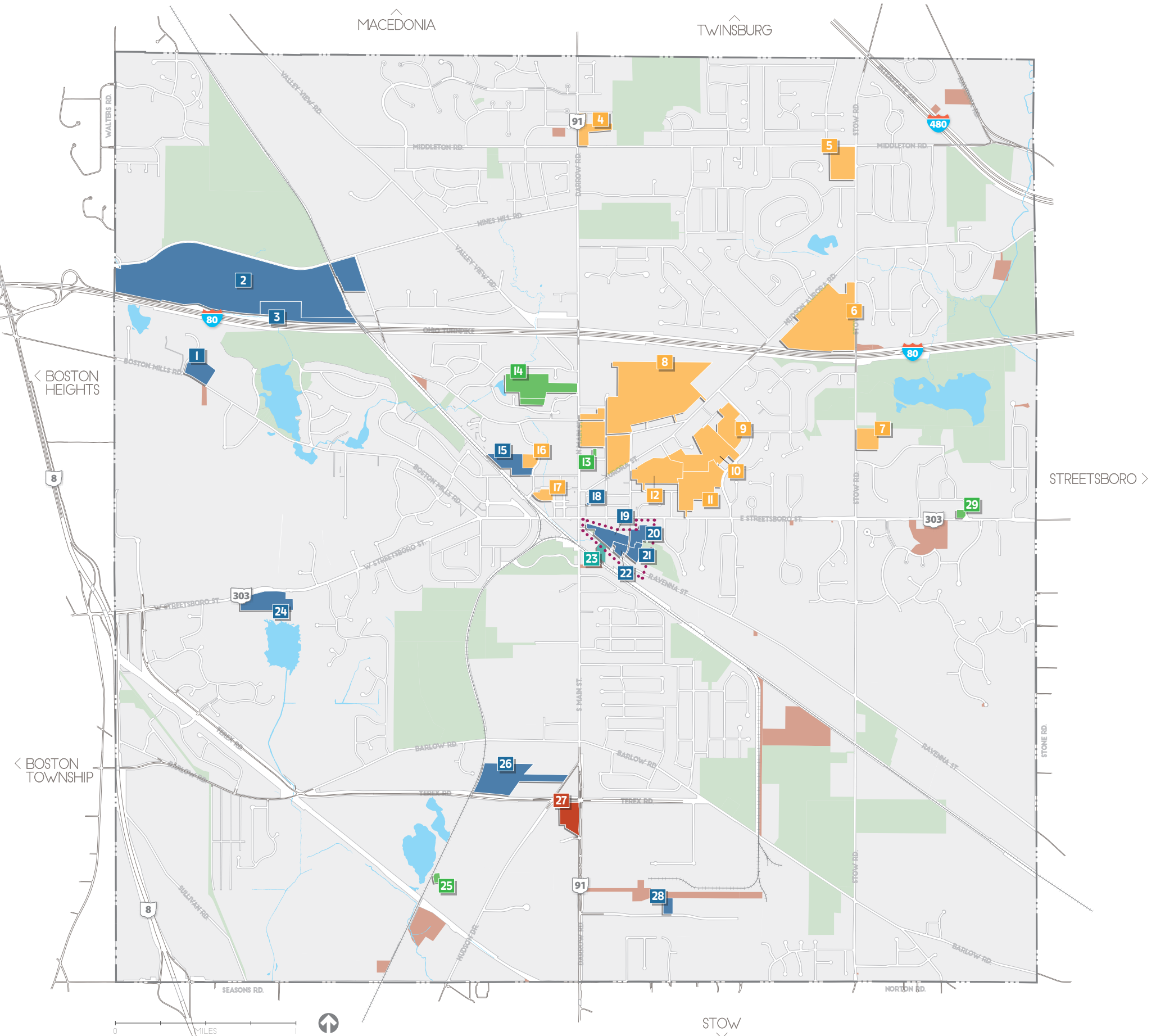
- 4 Hudson Montessori School (private)
- 5 Ellsworth Hill Elementary
- 6 Hudson High School
- 7 Seton Catholic School (private)
- 8 Western Reserve Academy (WRA) (private)
- 9 McDowell School
- 10 East Woods School
- 11 Evamere Elementary
- 12 Hudson Middle School
- 16 Hudson City School District Bus Depot
- 17 Hudson Library & Historical Society

### Cemeteries

- 13 Olde Hudson Township Burying Ground
- 14 Markillie & St. Mary's Cemetery
- 25 O'Brien Cemetery
- 29 Draper Cemetery

### Other Facilities

- 23 United States Postal Office





# IMPLEMENTATION PLAN

*The Comprehensive Plan establishes a “road map” for growth and development within the City of Hudson over the next 15 years. The Plan is the culmination of the collective efforts of City staff and officials, the Comprehensive Plan Steering Committee, City of Council, and the Hudson community. While adoption of the Comprehensive Plan represents the end of the planning process, it also represents the first step in the much longer journey of guiding change within the community and implementing the recommendations of the Plan.*

## **GOAL 2 RECOMMENDATIONS**

Foster a culture of collaboration and communication in order to successfully implement the Comprehensive and Downtown Phase II Plans.

- Use of the Comprehensive Plan on a day-to-day basis to guide City policies and decision-making.
- Review and update of the Land Development Code to reflect policies presented in the Comprehensive Plan.
- Incorporate the Downtown Phase II Plan as a component of the Comprehensive Plan.
- Enhance public communication regarding City planning efforts.
- Expand the Capital Improvement Program to include improvements recommended in the Comprehensive Plan.
- Regularly update the Comprehensive Plan.
- Prepare an Implementation Action Agenda to guide implementation of the Comprehensive Plan.
- Explore funding sources that can help finance the Comprehensive Plan’s recommendations.



## USE PLAN ON A DAY-TO-DAY BASIS

The Comprehensive Plan should become the City's official policy guide for land use, development, and community improvement. It is essential that the Plan be adopted and then used on a regular basis by City staff, boards, and commissions to review and evaluate all proposals for improvement and development in the years ahead. City management should meet with department heads to explain the purpose and benefits of the Comprehensive Plan.

To further educate the community about the Plan, the City should:

- Make copies of the Plan available online for free, provide hard copies at the City Hall for purchase, and have a copy on file at the public library for reference;
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the City Council and Planning Commission in the day-to-day administration, interpretation, and application of the Plan;
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Comprehensive Plan.

## REVIEW DEVELOPMENT CONTROLS

Zoning is an important regulatory tool for implementing planning policy. It establishes the types of uses to be allowed on specific properties and prescribes the overall character and intensity of permitted development. It is important that the City's various development controls including zoning, subdivision regulations, property maintenance, and other related codes and ordinances, are reviewed to ensure that all are consistent with and complementary to the Comprehensive Plan.

The Comprehensive Plan sets forth policies regarding the use of land within the City and establishes guidelines for the quality, character and intensity of new development to be promoted in the years ahead. The Plan's policies and guidelines should greatly assist the City in formulating new zoning and development code regulations that can better reflect the unique needs and aspirations of the Hudson community.

## INCORPORATE THE DOWNTOWN PHASE II PLAN AS A COMPONENT OF THE COMPREHENSIVE PLAN

In coordination with the Comprehensive Plan update, the City has also prepared a Downtown Phase II Plan. Downtown Phase II is a key part of the future of Hudson in terms of land use, quality of life and economic development. The City needs to adopt that plan as a component of the Comprehensive Plan to ensure that it is part of the long-term planning process of the City.

## CAPITAL IMPROVEMENT PROGRAM (CIP)

While the City has a current five year Capital Improvement Program (CIP), the City should review and update it as needed to reflect Plan recommendations. These projects might include the restoration and upgrading of existing utilities and infrastructure, and the renovation, expansion, or relocation of City facilities.

In reviewing the Capital Improvement Program, the City should first prepare a list of all public improvements within the next five years that are recommended in the Comprehensive Plan. All projects should then be reviewed and prioritized and cost estimates prepared along with potential funding sources. Financial resources within the City of Hudson, as in all municipalities, will always be limited and public dollars must be spent wisely.

Residents and businesses in the City of Hudson and surrounding areas receive their services from a variety of providers including the City, public utilities, and private companies. Service providers, whether public or private sector, frequently use a Capital Improvement Program to map out growth and investment in facilities and infrastructure. As the City updates and monitors its own CIP, City staff should coordinate with other service providers including the Ohio DOT and Summit County, to ensure that investment is occurring in a logical manner and synergies can be created between public, quasi-public, and private improvements.





## ENHANCE PUBLIC COMMUNICATION

The process undertaken to create the Comprehensive Plan was, in and of itself, an important step in educating the community about the relevance of planning and the City's role in defining its future. Through the Comprehensive Plan Steering Committee, a community vision workshop, resident questionnaire, and interactive web-based engagement, much positive momentum has been forged. In order to build on this foundation, the City should ensure that the Plan's major recommendations and "vision" for the future are conveyed to the entire community.

The City should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the City might prepare a new informational brochure and online information on how to apply for zoning, building, subdivision, and other development related permits and approvals. It might also consider special newsletter and/or webpage features that focus on frequently raised questions and concerns regarding planning and development.

## UPDATE THE PLAN ON A REGULAR BASIS

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth at any time, the City should regularly undertake a systematic review of the Plan. Although an annual review is desirable, the City should assess the Plan at least every two to three years. Ideally, this review should coincide with the preparation of the annual budget and Capital Improvement Plan update. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the fiscal year. In turn, development regulations may need to be amended to most accurately reflect the intent of any modifications to the Comprehensive Plan. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

## PREPARE AN IMPLEMENTATION ACTION AGENDA

The City should prepare an implementation "action agenda" which highlights the improvement and development projects and activities to be undertaken during the next few years. For example, the "action agenda" might consist of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity;
- An indication of the public and private sector responsibilities for initiating and participating in each activity; and,
- A suggestion of the funding sources and assistance programs that might potentially be available for implementing each project or activity.

To remain current, the "action agenda" should be updated annually.

## EXPLORE FUNDING SOURCES & IMPLEMENTATION TECHNIQUES

Many of the projects and improvements called for in the Comprehensive Plan can be implemented through administrative and policy decisions or traditionally funded municipal programs. However, other projects may require special technical and/or financial assistance. The City should continue to explore and consider the wide range of local, state, and federal resources and programs that may be available to assist in the implementation of planning recommendations. For example, initiatives related to economic development, housing, sustainability and environment can receive assistance from grant programs established for specific categories of actions or projects.

There are several grant funding sources available to municipalities seeking to enhance local transportation infrastructure and parks and open space offerings. Many of the grants require that the requested funding be used to support Comprehensive Plan recommendations. As such, the Comprehensive Plan can be used to support grant applications, and plan graphics can serve as a starting point for mapping proposed improvements. City staff should possess the expertise necessary to apply for these grants, but outside assistance may be used if staff does not have adequate time to dedicate to the application process.

The grants identified in the following section do not represent an exhaustive list. In addition to these sources, the City of Hudson should continue to work with the State of Ohio, Summit County, and other agencies to request additional cost participation in the redevelopment of some areas, namely those areas impacting regional infrastructure.



### **TRANSPORTATION AND INFRASTRUCTURE FUNDING SOURCES**

There are various State and Federal funding sources available to help offset some or all of the cost of road and infrastructure improvements. While sources and funds may be available for isolated and unique projects the following highlights some of the larger programs applicable to City of Hudson plans and projects.

### **MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)**

Moving Ahead for Progress in the 21st Century (MAP-21), is the transportation reauthorization bill that replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expired in September 2009 and was extended multiple times. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build the foundation for long-term prosperity. The City should continue to remain informed as to the status of programs and any new funding sources that may be introduced in the near future.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the City to make enhancements to local transportation infrastructure, including roadways, bridges, sidewalks and trails.

### **SURFACE TRANSPORTATION PROGRAM (STP)**

In the past, these funds have been allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project among other factors.

### **ROADWORK DEVELOPMENT (629)**

Roadwork Development (629) funds are available for public roadway improvements, including engineering and design costs. Funds are available for projects primarily involving manufacturing, research and development, high technology, corporate headquarters, and distribution activity. Projects must typically create or retain jobs. Grants are usually provided to a local jurisdiction and require local participation.

### **STATE REVOLVING FUND FOR INFRASTRUCTURE**

The State Revolving Fund (SRF) is the best choice to finance the design and construction of Ohio water and wastewater infrastructure. This includes funds for wastewater treatment, sewer rehabilitation, and stormwater quality improvements, as well as non-point source projects. Funds are also available for water treatment plants or improvements to existing facilities, water line extensions to existing unserved properties, water storage facilities, wells, and source water protection efforts.

These programs represent an opportunity for the City of Hudson to implement infrastructure enhancements that will have significant and multi-faceted benefits to the local environment, character, and other infrastructure systems.

### **ECONOMIC DEVELOPMENT**

The following is a summary of tools and resources that can be utilized in promoting and assisting with economic development initiatives. Some are tools currently in place that may be enhanced or expanded. The Hudson Economic Development Corporation's motto is "promoting tax relief through intelligent business growth". Diversifying the City's tax base and attracting development that provides revenue beyond the residential property taxes is a benefit to everyone. At the same time, it is important that economic development incentives do not facilitate development at the expense of the City's character or existing local businesses.

### **TAX INCREMENT FINANCING (TIF)**

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area.

The City has effectively implemented and utilized TIF in the past, including at the First and Main development. That TIF expired in 2014. A new TIF District could be created for the Phase II Plan.



### **FACADE & SITE IMPROVEMENT PROGRAM**

Facade and site improvement programs can be used for beautification efforts and to improve the appearance of existing businesses. The program can be designed to offer matching grants to improve the exterior appearance of qualifying properties.

### **FOUNDATION & SPECIALIZED GRANTS**

The successful implementation of the Plan requires realization of projects that range in scale and scope. Foundation grants are a potential funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered.

### **THE OHIO COMMUNITY REINVESTMENT AREA PROGRAM**

The Ohio Community Reinvestment Area program is an economic development tool administered by municipal and county governments that provides real property tax exemptions for property owners who renovate existing or construct new buildings. Community Reinvestment Areas are areas of land in which property owners can receive tax incentives for investing in real property improvements.

### **OHIO HISTORIC PRESERVATION TAX CREDITS**

The Ohio Historic Preservation Tax Credit Program provides a tax credit in order to leverage the private redevelopment of historic buildings. The program is highly competitive and receives applications bi-annually.

### **ENTERPRISE ZONES**

Tax exemptions on real property for industrial projects, are available through the Summit County Enterprise Zone. An Enterprise Zone tax abatement can extend for up to 10 years for 75% of the total project cost.

### **COMMUNITY REINVESTMENT ACT (CRA)**

Real property tax exemptions may be offered for existing businesses planning to expand and to new businesses looking to move to Hudson. Exemptions of up to 100% for up to 15 years on the investment in a new industrial or commercial building or expansion are available.

### **FOREIGN TRADE ZONE (FTZ)**

This program assists U.S. companies engaged in international trade by offering significant, ongoing cost savings to help compete globally. The FTZ in north-east Ohio is a collaboration of Cleveland-Cuyahoga County Port Authority and NEOTEC, and includes Foreign Trade Zones in which the City of Hudson is located.

### **JOB CREATION TAX GRANT PROGRAM.**

Eligible businesses may be offered incentives to establish or expand operations in the City with plans to create and retain jobs, primarily in existing buildings. The City may offer an eligible company an annual grant payment based on a percentage of new employee payroll taxes collected by the City of Hudson.

### **PARKS AND OPEN SPACE FUNDING SOURCES**

#### **LAND AND WATER CONSERVATION FUND (LWCF)**

Land and Water Conservation Fund (LWCF) grants are available to cities, counties and school districts to be used for outdoor recreation projects. Projects require a 50% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

### **RECREATIONAL TRAILS PROGRAM**

This federal program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of the State's Recreational Trails Program funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

### **NATUREWORKS**

NatureWorks is a parks and recreation grant administered by the Ohio Department of Natural Resources. It is funded through a bond issue approved by Ohio voters in November 1993. Since NatureWorks' inception, the grant has funded over 2,300 public park projects in all 88 counties.

The NatureWorks grant program provides up to 75% reimbursement assistance for local government subdivisions (townships, villages, cities, counties, park districts, joint recreation districts, and conservancy districts) for the acquisition, development, and rehabilitation of recreational areas.

### **CLEAN OHIO TRAILS FUND**

The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. It is administered by the Ohio Department of Natural Resources and provides up to 80% project funding. Eligible projects include: land acquisition for a trail, trail development, trailhead facilities, engineering, and design.



## IMPLEMENTATION MATRIX

The Comprehensive and Downtown Phase II Plans include many recommended policies, projects, and strategies. The following matrix summarizes the key actions that can be undertaken by the City in order to achieve the community vision. It also establishes the anticipated time frame, partnerships, and general cost of each action.

The City should use this matrix to assign tasks to various departments, explore strategic partnerships, and identify funding sources relevant to each action. As actions are completed and the Plan is updated, the matrix should be revised to prioritize the remaining actions and add new ones as needed.

### POLICIES & ACTIONS

Each Plan chapter contains a list of recommendations that can help achieve the articulated goals of the Comprehensive and Downtown Phase II Plans. Recommendations have been classified into one of two categories:

- **Policies** = specific policy positions or regulations that the City should adopt and enforce, using administrative procedures, ordinances, and/or incentives; policies can be established "in-house" with City officials and resources
- **Actions** = specific capital or administrative projects that the City should undertake; actions often require proactive external activity

### COST

Each strategy has been assigned a cost estimate to the City. The sliding scale includes:

- **\$** = Lower cost, typically an administrative or staff action
- **\$\$** = Medium cost, likely paid for from grants, special revenues, or the annual budget process; in some cases, part of capital improvements programming
- **\$\$\$** = Higher cost, likely paid for from a variety of sources, including grants, special revenues (e.g. TIF, SSA, BID), annual budget items, a bond issuance, private funds, or part of a capital improvements programming

### PRIORITY

Each action item has been designated a priority level to aid with implementation of recommendations. Action item priorities are broken into three levels including:

- **1** - actions that have the highest priority. Though not necessarily more important, items listed as priority 1 may have an immediate impact on the community, may be more easily completed, or may be necessary actions for long term projects to begin.
- **2** - actions that have secondary priority include longer term projects, actions with indirect impacts on quality of life, and actions that require other projects be completed before they can be started.
- **Ongoing** - actions that have begun, including projects that are currently under construction.

### PARTNERSHIPS

Each recommendation also includes potential partnerships. This list is not exclusive, as other partners may be identified and involved over time.

**LAND USE & DEVELOPMENT PLAN CHAPTER 5 (PG 23–28)**

**Support a healthy balance of land uses that can continue to make Hudson an attractive place to live and work, and carefully manage new growth and investment to ensure preservation of the community’s historic character and small-town charm.**

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Support the creation and maintenance of stable residential neighborhoods, ranging from medium- or large-lot single family homes to small-lot single family detached homes, duplexes, townhomes, condominiums, and apartments.	Policy	1	\$	
Enhance Downtown Hudson as the physical, cultural, and social heart of the community and an exciting mixed-use environment.	Policy	Ongoing	\$	Destination Hudson
Concentrate commercial corridor uses at key nodes along Route 303 and 91.	Policy	Ongoing	\$	
Support the creation and maintenance of offices, industrial areas, and business parks of varying sizes that can accommodate a diverse array of industries, support well-paying jobs, and generate new tax revenue.	Policy	Ongoing	\$	Developers; Hudson Chamber of Commerce; Hudson Chamber of Commerce
Support the creation and maintenance of an integrated network of parks and open spaces that preserve Hudson’s rural heritage, protect the natural environment and health of the community, and allow for recreational opportunities.	Policy	Ongoing	\$	Summit County Metro Parks; State of Ohio Department of Natural Resources
Prioritize development in areas of Hudson that are already served by infrastructure and services before investing in under-served areas.	Policy	Ongoing	\$	
Prevent the premature or unnecessary conversion of farmland or rural residential areas.	Policy	Ongoing	\$	Western Reserve Land Conservancy
Support the mission of the Western Reserve Land Conservancy and the usage of conservation easements to prevent development of environmentally sensitive and rural areas.	Policy	Ongoing	\$	Western Reserve Land Conservancy
Direct new residential and non-residential development to areas planned for such uses within the Land Use Plan, so that future land patterns maximize the efficiency of public services and protect and reinforce existing land uses.	Policy	1	\$	
Continue to rigorously evaluate development proposals to ensure the intensity of any new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies.	Policy	Ongoing	\$	Other Infrastructure Providers
Promote the use of Best Management Practices (BMPs) and Smart Growth planning and construction techniques for new development and redevelopment sites.	Policy	1	\$	
Continue to ensure new development reflects the scale of existing development within Hudson.	Policy	Ongoing	\$	
Continue to ensure that new developments utilize quality building materials and employ an architectural design that is in keeping with the existing character of the community.	Policy	1	\$	
Pursue the highest and best use for the YDC site.	Policy	2	\$	

**RESIDENTIAL AREAS FRAMEWORK PLAN CHAPTER 5 (PG 29–33)**

**Preserve and enhance the character of Hudson’s established neighborhoods while accommodating incremental residential development that can diversify and expand the local housing stock.**

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Amend and adjust the Growth Management Residential Development Allocation System to balance continued management of new residential development with increased flexibility and responsiveness to market demands.	Policy	1	\$	
Continue to ensure that all residential development utilize high-quality materials (including construction, repair, alteration, or addition) and conform to an architectural design that is keeping with the existing character of the community.	Policy	Ongoing	\$	
Protect and preserve historic and architecturally significant homes within the city core.	Policy	1	\$	Hudson Heritage Association; State of Ohio Historic Preservation Office
Evaluate the present boundaries of the historic district and expand the district if appropriate.	Policy	2	\$	Hudson Heritage Association; State of Ohio Historic Preservation Office
Promote residential development and redevelopment of a variety of housing and dwelling unit types, tenures, and densities in accordance with the Land Use Plan.	Policy	1	\$	
Encourage housing development that provides diverse and affordable choices.	Policy	1	\$	Developers
Support the development of “age targeted” housing units that allow Hudson’s seniors to age in place and remain in the community.	Policy	1	\$	Developers
Focus the development of higher-density or multi-family units within the greater Downtown area.	Policy	1	\$	Developers
Provide developers with the flexibility to cluster residential development in certain portions of a site, thereby leaving larger contiguous areas of stream buffers, wetlands, tree stands, and other assets undisturbed.	Policy	1	\$	Developers
Continue to preserve natural features such as mature trees and green space by integrating them into the overall design of subdivisions.	Policy	Ongoing	\$	Developers
Evaluate changes to the Land Development Code that can allow greater flexibility in designing and developing higher-density homes such as duplexes and townhomes, in targeted areas.	Policy	1	\$	Developers
Preserve existing housing through regular and active code enforcement.	Policy & Action	Ongoing	\$	
Work with the Ohio Turnpike and Infrastructure Commission to mitigate interstate noise pollution into adjacent neighborhoods.	Action	2	\$	Ohio Turnpike and Infrastructure Commission

**COMMERCIAL & EMPLOYMENT AREAS FRAMEWORK PLAN CHAPTER 5 (PG 34-39)**

**Support and enhance Hudson's retail, office, and industrial areas to provide goods and services compatible with the desired character of Hudson, well-paying employment opportunities, and diversification of the tax base.**

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Support commercial redevelopment (catering to both the local and regional population) along Darrow Road that can "make a statement" when entering Hudson from the south.	Policy	2	\$	Developers; Hudson Economic Development Corporation
Continue enforcing existing architecture and site design regulations that ensure attractive properties and explore regulations that ensure the proper installation and maintenance of landscaping.	Policy	Ongoing	\$	
Continue to ensure that all development is effectively screened and buffered from adjacent residential uses.	Policy	Ongoing	\$	
Where applicable, require the design of new developments to incorporate public amenities such as pocket parks, plazas, arcades, and connections to existing or proposed trails.	Policy	1	\$	
Prioritize completion of existing vacant industrial and office parks, or redevelopment within existing industrial areas, before permitting green field development for industrial purposes.	Policy	1	\$	
Market and promote Hudson's well-educated workforce, quality schools, ease of commuting, and high quality of life to prospective white collar employers.	Action	Ongoing	\$/\$\$	Hudson Chamber of Commerce; Hudson Economic Development Corporation
Market and promote Hudson's interstate access, rail access, and available land to prospective industrial employers.	Action	Ongoing	\$/\$\$	Hudson Chamber of Commerce; Hudson Economic Development Corporation
Evaluate opportunities to simplify existing regulatory and permitting processes to make them more predictable, streamlined, and business-friendly.	Action	1	\$	Hudson Chamber of Commerce; Hudson Economic Development Corporation
Coordinate access with the intention of reducing curb cuts and promoting shared parking areas and internal cross access.	Action	1	\$	Property owners
Support the recruitment of new employers and expansion of existing businesses by establishing a close working relationship throughout all design, permitting, and construction phases.	Action	1	\$	Hudson Chamber of Commerce; Hudson Economic Development Corporation
Host annual breakfasts or meetings that bring together city staff and members of the business community to discuss challenges, share ideas, and answer regulatory questions.	Action	1	\$	Hudson Chamber of Commerce
Maintain excellent relationships with major employers such as Little Tikes and Jo-Ann Fabric and Craft Stores to support their retention and expansion in Hudson.	Action	1	\$	Major employers
Conduct exit interviews with businesses that choose to relocate from Hudson to better understand what influenced their decision.	Action	1	\$	
Maintain a centralized database of properties that are available for commercial or industrial development.	Action	1	\$	Realtors; Developers; Hudson Economic Development Corporation

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Maintain Downtown Hudson as an exciting mixed-use environment and the heart of the community.	Policy	Ongoing	\$	Destination Hudson
Support the attraction and retention of a healthy mix of businesses that can contribute energy and vibrancy to Downtown Hudson.	Policy	Ongoing	\$	Hudson Chamber of Commerce; Destination Hudson
Continue to support the Hudson Chamber of Commerce and Destination Hudson's efforts to market Downtown Hudson.	Policy	Ongoing	\$	Hudson Chamber of Commerce; Destination Hudson
Evaluate the economic benefit of expanding utility services to currently underserved areas as a method of incentivizing economic growth.	Policy/Action	2	\$/\$\$/\$\$\$	
Support the designation of State Route 8 to I-380.	Policy/Action	Ongoing	\$	Neighboring Communities; Ohio Department of Transportation; Ohio Turnpike and Infrastructure Commission
Implement the North Main Streetscaping Plan.	Policy or Action	Ongoing		
Invest in modern infrastructure such as broadband that can support innovative and technology-based industry within Hudson.	Action	2	\$/\$\$/\$\$\$	
Work with neighboring communities, the Ohio Department of Transportation, and Ohio Turnpike and Infrastructure Commission to ensure that industrial tenants have efficient interstate access.	Action	2	\$/\$\$/\$\$\$	Neighboring Communities; Ohio Department of Transportation; Ohio Turnpike and Infrastructure Commission
Work with developers and property owners to identify sites for redevelopment along the western fringe of the First & Main development to better integrate the existing Downtown with the proposed Downtown Phase II area.	Action	2	\$	Developers; Property Owners
Work with developers and property owners to identify sites for infill development that could continue the Clinton Street streetwall from Main Street to Morse Road.	Action	2	\$	Developers; Property Owners
Establish a parking management plan that would account for the overall amount of parking needed to serve commercial uses, locations of point parking, the need for time limits, access management, and circulation.	Action	1	\$\$	Consultant
Evaluate opportunities for infill development, such as the "Building 7" site and appropriate surface parking lots.	Action	2	\$	Developers; Property Owners
Develop wayfinding signage that can direct visitors both to Downtown Hudson and within Downtown.	Action	1	\$\$	
Continue to publicize and host festivals and events that draw residents and tourists to Downtown, such as movie nights, ice cream socials, concerts, parades, food festivals, and more.	Action	Ongoing	\$	Destination Hudson
Complete a continuous multi-purpose trail through Downtown to provide transportation alternatives and enhanced economic vitality.	Action	Ongoing	\$\$/\$\$\$	
Implement the Downtown Phase II Plan and transform the study area into a vibrant area of office, mixed-use, and residential uses.	Action	1	\$\$\$	Developers; Property Owners

**DOWNTOWN PHASE II PLAN** CHAPTER 5 (PG 40-49)

Redevelop the "Downtown Phase II" study area as an integrated and walkable extension of the existing Downtown, comprised primarily of commercial office and residential uses.

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Support the usage of a "planned unit development" regulatory process for redevelopment within Downtown Phase II.	Policy	2	\$	
Ensure that new development is complementary to the existing size, scale, and fabric of the Downtown area.	Policy	2	\$	
Encourage architectural design that capitalizes on the terminating vista at the intersection of Clinton Street and Morse Road.	Policy	2	\$	
Support and/or facilitate parcel assembly within Downtown Phase II.	Policy/Action	2	\$/\$\$\$	Developers; Property Owners
Continue to work with the Hudson School District to identify a suitable and cost-effective site for the relocation of their bus operations.	Action	Ongoing	\$\$\$	Hudson School District
Continue to work with Windstream to relocate part of their communications operations to another suitable location, recognizing that the facility at the corner of Morse Road and Owen Brown Road will likely remain due to the housing of costly infrastructure.	Action	Ongoing	\$\$\$	Windstream
Continue efforts to relocate the current Hudson Public Power and Public Works facilities to an alternate site.	Action	Ongoing	\$\$\$	
Work with the Western Reserve Land Conservancy to evaluate opportunities for a nature trail or pathway through the city-owned property on the east side of Morse Road between roughly Prospect Street and Owen Brown Street.	Action	2	\$\$	Western Reserve Land Conservancy
Facilitate redevelopment of the area north of Owen Brown Street as a mixture of office space, live-work space, and dense residential units.	Action	2	\$\$\$	Developers; Property Owners
Facilitate redevelopment of the area south of Owen Brown Street as high-quality office space complementary to the area proceeding northward.	Action	2	\$\$\$	Developers; Property Owners
Evaluate opportunities to expand redevelopment eastward onto underutilized properties along the east side of Morse Road.	Action	2	\$\$\$	Developers; Property Owners

**TRANSPORTATION & MOBILITY PLAN** CHAPTER 5 (PG 50-57)

Provide a safe and efficient network of roads that meet the needs of Hudson's residents and businesses.

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Work cooperatively with both the State of Ohio and Summit County on road and bridge improvements, balancing regional priorities with local objectives.	Policy	1	\$	Ohio Department of Transportation; Summit County
Re-evaluate existing policy to determine whether desired transportation projects should be funded locally when external funding is not available.	Policy	1	\$	
Budget for maintenance, repair, and upgrade of streets as a part of the Capital Improvement Plan, including for Norton Road.	Policy	1	\$	
Support the designation of State Route 8 to I-380.	Policy/Action	Ongoing	\$	Neighboring Communities; Ohio Department of Transportation; Ohio Turnpike and Infrastructure Commission
Improve traffic flow during peak travel times by utilizing intelligent traffic signaling, infrastructure improvements, traffic guards, road connections, and other applicable tools.	Action	2	\$\$\$	Ohio Department of Transportation
Improve roadways within and along the perimeter of the central Downtown area to help manage traffic more efficiently.	Action	Ongoing	\$\$\$	Ohio Department of Transportation
Work with the Ohio Department of Transportation to fund maintenance and improvement of Routes 8, 91, and 303.	Action	2	\$/\$\$/\$\$\$	Ohio Department of Transportation
Identify and improve problematic intersections through signage, enhanced signalization, and realignment as needed.	Action	2	\$\$/\$\$\$	Ohio Department of Transportation
Working with neighboring municipalities and neighborhood groups, establish mutually-beneficial roadway connections between adjoining developments.	Action	2	\$\$/\$\$\$	Homeowners Associations
Identify and continue to support roadway extension projects that enhance circulation, including the Oviatt Connector and the South Hayden-Ogilby connector.	Action	Ongoing	\$\$\$	
Work with Norfolk Southern to separate rail and vehicle crossings by grade at Stow Road and Hines Hill Road.	Action	2	\$\$\$	Norfolk Southern
Continue to evaluate infrastructure and transportation improvements that could improve safety and traffic flow under the Owen Brown rail viaduct.	Action	Ongoing	\$/\$\$/\$\$\$	
Implement high-quality gateway features at major entry points to the community to communicate a positive first impression and let travelers know they have entered Hudson.	Action	Ongoing	\$\$	
Develop and install wayfinding signage at strategic locations that can direct visitors to Downtown Hudson and key community facilities.	Action	1	\$\$	
Work with Akron Metro to increase the desirability of using public transportation as a viable method of transportation.	Action	1	\$	Akron Metro Regional Transportation Authority
Work with Akron Metro to ensure employment hubs are properly served by public location, both by the location of bus stops as well as the frequency.	Action	1	\$	Akron Metro Regional Transportation Authority
Work with Norfolk Southern and the Akron Metro Regional Transportation Authority to reinstate the currently inactive rail line running in a southwesterly direction from roughly the center of Hudson to the Stow border, providing industrial users along Season Road with rail access.	Action	2	\$/\$\$/\$\$\$	Akron Metro Regional Transportation Authority; Norfolk Southern

## TRANSPORTATION & MOBILITY PLAN CHAPTER 5 (PG 50-57)

Establish a well-connected network of sidewalks, pathways, and trails that increase the safety and desirability of walking and biking.

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Encourage, incentivize, or require business owners and developers to include bike infrastructure and other pedestrian enhancements into new developments.	Policy/Action	1/2	\$/\$\$	
Support development of regional trail connections that can better connect Hudson with Cleveland and Akron, such as a new trail connection between the Hike Bike Trail and the Towpath Trail.	Policy/Action	1	\$/\$\$	Neighboring Communities; State of Ohio; Relevant Counties
Continue implementation of the Connectivity Plan, with an immediate focus on constructing new pathways along major roads such as Route 91, Route 303, Middleton Road, Boston Mills Road, and Barlow Road and phasing in sidewalks to other underserved areas in the mid- to long-term.	Action	Ongoing	\$\$\$	
Work with the Hudson School District and the city's private schools to ensure safe "walk to school routes" and identify critical gaps in the sidewalk system.	Action	Ongoing	\$\$/\$\$\$	Hudson School District
Continue to require the construction of sidewalks and the accommodation of trails within new development.	Policy	Ongoing	\$	
Establish short trails or pathways between subdivisions that can increase access to parks and open space and reduce the need to walk or bike along busier roadways.	Action	2	\$\$	
Continue development of bikeways or dedicated bike lanes along Route 91, Route 303, Terex Road, Barlow Road, Stow Road, Aurora Street, and Middleton Road.	Action	Ongoing	\$\$	
Aggressively pursue development of the Veterans Trail.	Action	Ongoing	\$\$\$	Neighboring Communities
Add pedestrian amenities, such as benches and trash receptacles, along trails and pathways in appropriate locations and intervals.	Action	2	\$\$	

## PARKS, OPEN SPACES, & ENVIRONMENTAL FEATURES PLAN CHAPTER 5 (PG 58-65)

Redevelop the "Downtown Phase II" study area as an integrated and walkable extension of the existing Downtown, comprised primarily of commercial office and residential uses.

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Explore ways to strengthen programs for the community's youth and senior citizens, including at parks, at the Barlow Road Community Center, and at identified common spaces.	Policy	Ongoing	\$	
Continue to require parkland dedication or a "Funds-In-Lieu-of-Parks Fund" contribution for all new residential developments, recognizing that a monetary payment is the preferred policy end due to an abundance of existing parkland.	Policy	Ongoing	\$	
Encourage or require private park or open space dedications within large industrial or commercial developments for employee usage.	Policy	1	\$	
Support the mission of the Western Reserve Land Conservancy and the usage of conservation easements to prevent development of environmentally sensitive and rural areas.	Policy	1	\$	Western Reserve Land Conservancy
Minimize development impacts on natural features such as wetlands, ponds, and mature trees, where applicable.	Policy	1	\$	
Evaluate changes to development regulations based on recommendations included in the Brandywine Creek Watershed Plan, such as establishing steep slope protections, developing a mitigation plan for wetland and riparian impacts, permitting flexible development by right, and implementing a low impact development ordinance.	Policy	1	\$	
Plan and budget for improvements to existing parks, and evaluate whether an update for the 2000 Parks Master Plan is needed to better assess future needs	Policy/Action	1	\$/\$\$	Consultant
Support Summit County Metro Parks as it continues to develop additional park space within Hudson, such as TenBroeck Metro Park and Maple Grove Metro Park.	Policy/Action	1	\$	Summit County Metro Parks
Thoroughly evaluate the feasibility and cost of constructing a Community Recreation Center that could serve all residents and increase the attractiveness of living in Hudson. An advisory committee of key stakeholders should be formed to further study the issue.	Action	1	\$	Consultant
Work to establish Hudson as a regional recreation destination.	Action	2	\$/\$\$	Destination Hudson
Work with the Parks Board, neighborhood groups and community leaders to identify locations for new neighborhood or pocket parks which could meet this need.	Action	2	\$	
Work with neighboring municipalities and Summit County to develop regional trail connections, such as the Veterans Trail, that can increase connectivity both within Hudson and the greater region.	Action	1	\$/\$\$/\$\$\$	Neighboring Communities; State of Ohio; Relevant Counties
Establish local trails or pathways between subdivisions that can increase access to parks and open space and reduce the need to walk or bike along busier roadways.	Action	2	\$\$	
As development and redevelopment occurs, incrementally bury overhead utility lines to avoid potential conflicts with trees as they grow and mature.	Action	2	\$\$\$	
Work with regional and local partners to prevent contamination of the four watersheds in which Hudson is located.	Action	1	\$	Neighboring Communities; State of Ohio
Minimize localized flooding in neighborhoods and commercial areas through investment in local detention facilities, green infrastructure, and traditional stormwater systems.	Action	2	\$/\$\$/\$\$\$	



## COMMUNITY FACILITIES & SERVICES PLAN CHAPTER 5 (PG 66-73)

Provide, or support the provision of, community facilities and services that strengthen the quality of life within Hudson and make it one of the best places to live in Ohio. Improve community health.

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Support the operations of the Hudson School District, Western Reserve Academy, Hudson Montessori School, Hudson Library and Historical Society, and Seton Catholic School, including expansion or relocation, as necessary and appropriate.	Policy	1	\$	Hudson School District,
Maintain positive channels of communication with all public and quasi-public agencies and community service providers to ensure better coordination of projects and better coordinated long-range plans.	Policy	1	\$	Various Organizations & Agencies
Continue to closely evaluate development proposals to ensure the intensity of any new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies.	Policy	1	\$	
Evaluate opportunities to better align, streamline, or consolidate garbage service within the city.	Policy/Action	1	\$	
Pursue the concept of a new Municipal Services Center (MSC) within a campus-like setting that can capitalize on synergies with the neighboring Barlow Community Center and Fire and Police stations.	Action	2	\$\$\$	
Evaluate the consolidation of the City's Public Works facilities into a single, shared, weather-protected facility.	Action	2	\$\$\$	
Evaluate opportunities for shared office space between the City and the administrative arm of the Hudson School District at the new MSC site.	Action	2	\$	Hudson School District
Install fire hydrants in underserved locations.	Action	1	\$\$	
Work with public safety providers to ensure that emergency vehicles can effectively service all areas of the City.	Action	1	\$/\$\$	
Relocate civic/public uses currently located within the Downtown Phase II study area to locations that are more suitable and cost-effective.	Action		\$\$\$	Hudson School District
Increase cooperation between the city's four water providers to ensure consistency of delivery and parity in consumer cost, including evaluating opportunities for consolidation or transfer of water lines/service areas.	Action	1	\$	Cleveland Water; Akron Water; Stow Water
Address any portions of the sanitary and stormwater sewer network that suffer from inflow and infiltration issues.	Action	2	\$\$/\$\$\$	
Fund and implement water infrastructure projects that can alleviate flooding and its impact on stormwater sewer system capacity.	Action	2	\$\$/\$\$\$	

## IMPLEMENTATION CHAPTER 5 (PG 74-85)

Foster a culture of collaboration and communication in order to successfully implement the Comprehensive and Downtown Phase II Plans.

Recommendations	Policy or Action	Priority	Cost	Potential Partners
Use of the Comprehensive Plan on a day-to-day basis to guide City policies and decision-making.	Policy	1	\$	
Review and update of the Land Development Code to reflect policies presented in the Comprehensive Plan.	Policy/Action	1	\$	
Incorporate the Downtown Phase II Plan as a component of the Comprehensive Plan.	Policy/Action	1	\$	
Enhance public communication regarding City planning efforts.	Policy/Action	1	\$	
Expand the Capital Improvement Program to include improvements recommended in the Comprehensive Plan.	Policy/Action	1	\$	
Regularly update the Comprehensive Plan.	Policy/Action	2	\$	
Prepare an Implementation Action Agenda to guide implementation of the Comprehensive Plan.	Policy/Action	1	\$	
Explore funding sources that can help finance the Comprehensive Plan's recommendations.	Policy/Action	1	\$	