

*TK thoughts on what a Parks Master Plan could answer as well as listing park needs and recommendations:*

Reasons to undertake a new Park Master Plan:

To consider how Hudson can be more sustainable (environmentally, economically and socially)?

- Maintaining and operating our parks
- Protecting our natural resources/areas

To consider ways our parks, other City resources and facilities can encourage Hudson residents to be healthier, to recreate more, and to socialize more?

Proposed steps to frame the Parks Master Plan:

1. Consider then draft objectives for the Master Plan (using previous plans as a start).
2. Consider topics of a community survey. 2019 survey topics were: **Current park usage** – location, facilities as well as likes and dislikes of current facilities; **Relative need for additional facilities and parks**; and **Opinions on specific issues** such as satisfaction with park value for taxes paid. (See 2009 Survey).
3. Consider future trends in facilities, usage and operation.
4. Consider the potential of undeveloped park locations for development assessing wetlands and access.
5. Conduct public survey or scale back the scope of Master Plan to a rewrite and simplification.
6. Conduct public open house on survey results or initial findings/conclusions of above steps.
7. Assemble above parts and write plan.
8. Consider public comment and open house on draft plan.

Park Master Plan History

- 1999 voters rejected a combined Parks and Recreation operation
- 2000 Master Plan - “Seeks to preserve and develop Hudson as having rural/small town characteristics within a major metropolitan region.” “The Master Plan takes the recreation and park facilities, the open space preserves, and the network of trails, and creates an integrated city-wide system.” “...develops an overall policy for park system open space, land use, preservation, development and expansion.”  
*Process used:* Data collection, survey by mail & phone, open houses  
*Result:* Divided park land into Active, Mixed-use (facilities and open space), and Preservation parks and mapped a trail system of new links categorized as priority #1, #2, #3
- 2002 Recreation Center Feasibility Survey – Concluded the community would not support a recreation center, that needs are met by private facilities. Sponsored by the Morgan Foundation.

- 2005 Update - *Process*: No survey, benchmarked Hudson parks and facilities against 5 similar/nearby cities plus Dublin OH, consulted new plans since 2000 and did a few interviews. *Product*: “No major changes to 2000 MP”. Inventoried park facilities and completed projects, short listed park development, trail and acquisition priorities, included a S.W.O.T. analysis and strategies for enhancing the park system.
- 2010 Update - *Process*: Survey (984 responses), separate survey of High School and Middle School students. Study & report by KSU Center for Sport & Recreation (Mark Lyberger) *Product*: “No major changes to 2000 MP” Benchmarked parks and facilities against 7 cities. Established priorities and guidelines for developing the (now) Veterans Way Park and 5 year priorities for trails and parks development.
- 2012 Update - *Process*: PB conducted a January planning session *Product*: Progress report on Master Plan projects. Updated priorities for improving existing parks and adding connecting trails.
- 2015 Hudson Comprehensive Plan - Chapter 8 is titled Parks: Open Space & Environmental Features Plan. Many recommendations address the environment and open space issues other than parks. Park related objectives include: update the 2000 Master Plan; identify locations for new neighborhood or pocket parks; consider the feasibility of a community recreation center; expand and link trails (together with its historic downtown a trail network increases Hudson as a regional destination for recreational tourism.) A map of recommended proximity of residents to parks shows only the Towbridge neighborhood beyond the recommended ½ and 1 mile distance to a park. Also, that Hudson exceeds a national recreation standard for parkland per capita. Chapter 7 is titled Transportation & Mobility with Pedestrian and Bike Connectivity section with the Goal “to establish a well connected network of sidewalks, pathways and trails that increase the desirability and safety of walking and biking.”