

Source	Date Rec'd	Comment
Let's Talk Hudson	4/9/2026	I'm in favor of limited housing options within the D11 district specifically for those working in that district. I'm in favor of a smaller hotel. Limited retail that would compete with downtown merchants. Not one large corporation that could potentially close but a handful of medium sized businesses.
Let's Talk Hudson	4/9/2026	While this area is currently not residential, I would like to see minimal living residential use and more hotel spaces, much like Pinecrest. The hotel space is seamlessly integrated and offers high scale lodging for visiting guests to the area. If residential is a full option I would suggest condos only. Thanks for letting us comment.
Let's Talk Hudson	4/9/2026	Thank you to the City of Hudson for the opportunity to ask questions and provide comments. As a 10-year resident of Hudson, and a specialist in the field of historic preservation for 20 years, I have three questions because I am concerned that re-zoning of the JOANN property would (1) inadvertently permit large-scale mixed-use development that would compete with downtown Hudson's charming businesses (including the uniquely small-in-scale grocery store anchor tenant Heinen's); and (2) overall, contradict the Comprehensive Plan that pledged to support downtown Hudson as the continued hub for "live/work/play." I am concerned that Hudson cannot support two separate "hubs." These are my three questions: 1. What comparable small cities with historic downtowns (in Ohio AND throughout the United States) have been studied to show examples of not only successes with mixed-use development outside of the historic core, AND also lessons learned? 2. What traffic studies have been undertaken to show if increased vehicle traffic could be accommodated? Traffic from the north/ 480 and 80 would have to go through downtown Hudson, which is already congested much of the day. 3. Has the National Trust for Historic Preservation's Main Street Program and/or Heritage Ohio been consulted for guidance? These organizations offer decades of data and resources supporting the need to prioritize a historic downtown core. In particular, please refer to Main Street America's Policy Agenda 2025-26: https://cdn.mainstreet.org/media/downloads/NMSC100_GR_POLICY25-26_R6.pdf?v=1743608748 Thank you for your time and consideration, Alice L. Sloan, Associate AIA; Association for Preservation Technology Recognized Professional; and Master of Science in Historic Preservation/University of Pennsylvania
Let's Talk Hudson	4/10/2026	Would the number of residential units be limited and if so, how many would be permitted? Based on reviewing the information, it appears the units could be apartments, condominiums, townhomes (although a development is currently underway off of 91) and first floor housing, correct? With the addition of these residential units and those at Clinton's Crossing, what infrastructure changes are anticipated due to the development? Finally, how would that section of 91, which is already congested and somewhat accident prone, be changed or have to be altered?
Let's Talk Hudson	4/10/2026	While I read much negative comments on Facebook Hudson Roundtable 2.0 in particular, I wanted to share that I'm very pleased and supportive of the proposed plans for the JoAnn Fabric property. I see no conflict with the current downtown area and think revitalizing the JoAnn area as proposed will be a significant upgrade to that area. Thank you for your work to bring this to this area, along with work downtown to finally do something with that area. Good to see progress being planned.
Comment Form	4/10/2026	My husband and I are 16 year residents of Hudson. We are in favor of the propsoed District 11 Zoning. I sent an email to all City Council mebers to let them know we are in favor of the new zoning. I belive this new development will complement downtown and not compete. Id love to see Trader Joes come to Hudson and also a small hotel. I don't see a large company coming to the old Joann site and warehouses are built on Rte 8, close to the highway. I'd much rather townhones, retail, and restaruants then more trucks for commercail use. I think we'll end up with vacant buildings for many years if the zoning stays the same.
Let's Talk Hudson	4/10/2026	The Purpose Statement of District 11 reads, in part, "... to benefit the income and property tax base of the community." With those major and significant objectives, it would be helpful to know. (1) what have been the PAST (a) income taxes and (b) property taxes under the existing zoning and land uses; and (2) what are the projected FUTURE (a) income taxes and (b) property taxes under ZD 11. For instance, what are the past & current property taxes for the entire Jo Ann site and all other existing parcels in the proposed ZD 11 (past 5 years)? Same for past and current income taxes attributable to the proposed ZD 11 district. Assuming financial projections were developed to justify the zoning and land use changes. Present, compare the hypothetical FUTURE income tax and property tax projections to PAST and CURRENT revenues. Is there a financial benefit? What is it? The proposal contains both pros and cons for Hudson's city life. If the major objective is financial, thanks for presenting the numbers. (Tables, spreadsheets, graphs, etc.) And thanks for all your time & work on the project... Best, RKD3

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Let's Talk Hudson	4/11/2026	We live in a neighborhood off Norton and the idea of more housing coming to the area concerns me. Is there a limit to the number of apartments and/or townhomes? The Norton Rd/Darrow is already congested and the only store we have in our area is the Giant Eagle. For those of us that live in the area, all the extra people would mean more crowded roads and shopping. Is there a way to zone the District that allows business and restaurants without the need for more housing? Thank you!
Let's Talk Hudson	4/14/2026	The JOANN site is vacant. Waiting for a single large employer to fill it isn't a plan, it's a wish. The office market has fundamentally changed, and Hudson deserves a thoughtful response to that reality. District 11 keeps employment first, adds amenities that keep workers spending in Hudson instead of Stow, and includes stricter retail caps than our current zoning. That's not overdevelopment. That's responsible planning. Good governance means making deliberate decisions that honor where we've been while preparing for where we're going. District 11 does both. I urge Council to move forward.
Let's Talk Hudson	4/15/2026	Most important is to maintain our current downtown hub. Businesses are having a really hard time staying open in downtown. Creating ANY competition around District 11, like grocery stores or restaurants is a terrible idea, in my opinion. I think it should be limited to industry, some residential. Why can't the businesses have their own cafeteria for their employees who only have a 30 minute break. Also, it takes 5 minutes to get downtown from there. Why not support what we already have?
Let's Talk Hudson	4/15/2026	I look forward seeing this space utilized in a vibrant way. Rarely does a space this large, on a major town artery, present the opportunity to recreate its use and impact the city's future. Hudson needs a space that allows for additional restaurants, hotels, and residential that caters to multigenerational needs, beyond large single family homes. I can see a vision where young, old, and families co mingle in community spaces, enjoy a variety of restaurants and activities, utilizing a more dense housing structure to drive that business, and do it in a way that does not compete with downtown Hudson, but rather compliments it. While I enjoy what Hudson is, I have chosen to raise my family here, I also believe we should continually look for ways to progress, to better ourselves, and continue to grow in a controlled way. A city that is stagnant and not growing is dying. We should continue to strive to be a place in Northeast Ohio where individuals and families strive to want to be.
Let's Talk Hudson	4/15/2026	I am against this. I don't think it will compliment the downtown and it will destroy our beautiful city. Do you see much crime places like Pinecrest and others like Easton in Columbus it brings in? No thanks.
Let's Talk Hudson	4/20/2026	Hudson badly needs 1. a hotel(s), and 2. a visual arts center offering classes for all ages.

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Let's Talk Hudson	4/20/2026	direction it represents for Hudson. After reviewing the City's published materials, it appears the proposal is being advanced as a conceptual vision rather than a defined development plan. The materials themselves acknowledge that the concepts for this area "do not represent a specific developmental proposal or fixed plan for redevelopment" (District 11 materials citing Comprehensive Plan, p. 62). While flexibility may be appropriate at an early stage, this also means there is currently no concrete basis for evaluating the real-world impacts of a project of this scale. The Comprehensive Plan is intended to function as a "blueprint for future investment and prioritization" and to guide land use, zoning, and development decisions (Comprehensive Plan, p. 10; p. 14). It also explicitly integrates land use decisions with transportation and infrastructure planning (Comprehensive Plan, p. 9). As such, major zoning changes should be supported by corresponding infrastructure and mobility analysis. My primary concern is practical. It is traffic and infrastructure, specifically the impact on Stow Road. There appears to be an assumption that Route 91 will absorb most of the traffic generated by District 11. In reality, that is not how traffic flows in this area. Stow Road already functions as a relief route for Route 91, and as congestion increases on 91, more drivers divert to Stow Road. This creates a compounding effect and increases congestion on both corridors. This is especially concerning given the number of existing traffic generators already relying on Stow Road, including Hudson High School, daily school traffic, buses, and extracurricular activity, as well as regional destinations such as the AMP and activity along Norton Road. In addition, community amenities like the Hudson Inclusive Playground contribute to steady local traffic. All of this demand is constrained by a fixed bottleneck, the railroad crossing on Stow Road. This crossing already causes regular stoppages and traffic stacking. The nearby intersection of Stow Road and Ravenna Street, which is currently undergoing improvements, has already been identified as one of the more problematic and crash-prone locations in the City. That condition is directly influenced by the railroad crossing and the way traffic backs up through the corridor. Increasing traffic in this area without mitigation risks making an existing problem significantly worse. Despite this, the materials provided do not include any meaningful analysis of traffic impacts. While the proposal references "improved pedestrian and vehicular connections," it does not include supporting data or modeling. There is no estimate of daily trip generation, no comparison to the former JoAnn facility, no modeling of traffic distribution across surrounding roads, and no discussion of how the railroad crossing will affect congestion under increased demand. This absence of analysis is particularly concerning given that the Comprehensive Plan itself calls for the development of a citywide traffic study, which is currently listed as "Not Started" (Comprehensive Plan Progress Tracker, p. 2). Without this baseline analysis, it is unclear how the City can accurately evaluate the transportation impacts of a project of this magnitude. There are also broader

Kuryla's have lived in the South Darrow district since 1958. Over the past 40 years Ken & I have purchased 38 acres on Norton Road from family and neighbors. In the past 12 years we have built an office for our primary company KGK & Co and built a premier wedding/event venue called Highfields Event Center on Georgetown Road. So, we really care about what is being proposed in this part of town.

We believe this part of South Darrow Road needs a thoughtful path forward to prevent long-term vacancy and decline along with additional options & amenities. At the same time, we understand and share the concerns of long-time residents who want to protect the character and vitality of our downtown. KGK has an in-depth knowledge of urban and residential design and renewal so after much discussion I decided to research why some small towns have succeeded when developing in outlying areas outside of downtown and why some have not been successful. These 2 reasons surfaced several times.

1. No distinct identity or reason to make the trip Success depends on tapping into a town's unique identity and assets to create community experiences and shared memories that draw both residents and visitors downtown. Generic downtowns with no compelling anchor simply get skipped. Hudson does a good job of creating events and festivals to draw people into town but the really successful small towns have a true identity that they market.
2. A customer base of locals can no longer carry the load People who genuinely want to shop local still order online for convenience and drive to larger towns for more choices. They work in one place, live in another, and shop somewhere else — so even a small and stable population no longer translates to stable downtown revenue. Without a draw for outside visitors, the math stops working.

These are a few of the many precedents of small towns establishing a protected identity for their downtown cores while allowing outer corridor development to follow market demand.

- **Bentonville, Arkansas.** Downtown Bentonville thrived as a walkable arts and culinary hub (anchored by Crystal Bridges Museum), while the surrounding region accommodated massive retail/commercial growth tied to Walmart's headquarters ecosystem. The key was not just growth, but separation of identity. The two zones reinforce each other.
 - Identity: art + design + outdoor culture
 - Anchor: Crystal Bridges Museum + biking infrastructure

- **Greenville, South Carolina** Greenville allowed significant commercial and mixed-use growth along Woodruff Road and other corridors while its Falls Park downtown became one of the most celebrated small-city downtowns in the country.
 - Identity: walkable + outdoors + social + high-quality
 - Anchor: Waterfall park - turned the physical asset into an experience by centering everything around it
- **Traverse City, Michigan** Tourism-driven commercial growth on US-31 corridors coexisted with a fiercely protected and genuinely beloved downtown. The city used its downtown as a brand differentiator — visitors came for the *downtown experience*, not the strip mall.
 - Identity: food + agriculture (Cherry capital)
 - Anchor: The Bay + independent wineries + chef driven restaurants and farms.
- **Staunton, Virginia** One of the most celebrated small downtown revivals in the mid-Atlantic. Staunton allowed substantial commercial development along US 250 east of downtown — the standard corridor of chain restaurants, hotels, and regional retail — while its Gospel Hill and downtown historic districts became a genuine arts and culinary destination. The Blackfriars Playhouse, the only recreation of Shakespeare's original indoor theater in the world, anchors downtown and draws visitors from across the country who then spend money in the surrounding independent businesses.
 - Identity: Arts & Culinary Destination
 - Anchor: Blackfriars Playhouse

Because the new district 11 is still being defined Hudson has a different and stronger option — the corridor itself can be given a deliberate identity — not retail-driven, but concept-driven. This would in turn attract companies who want to associate with and build around that identity. So, the two districts won't compete but feed off of each other so they both succeed.

Here are some suggestions with specific possibilities on how Hudson can define these 2 districts as a unique small town.

1. Create an immersive identity around the historical aspects of our town's involvement in the Underground Railroad. This gives downtown a destination identity that the South Darrow corridor cannot touch, imitate, or compete with. Heritage visitors actively extend their trips for historic activities.
 - a) Create a downtown public realm master plan built around that story. Done with restraint and craft, this is the kind of place that drives weekend visitors from Cleveland, Akron, and Pittsburgh.

- b) John Brown Symposium. Upgrade the library summit to an academic gathering to a public-facing three-day event with keynote speakers, documentary screenings, panel discussions, and walking tours.
 - c) Evening History Tours Twilight walking tours of Hudson's documented station sites, tunnels, and secret rooms — led by costumed interpreters telling individual freedom seeker stories
- 2. Take the beginnings of an arts + culture identity and further this into the Clinton's Crossing development with a marketplace concept for arts/food. Hudson Players get a new home and expands their presence.
 - a) Flexible black-box theater (150–300 seats)
 - b) Gallery + maker space
 - c) Indoor/outdoor performance courtyard
 - d) Rehearsal spaces that are partially visible to the public
- 3. Create a distinct cluster identity for the new District 11 that is totally different than downtown's identity. Instead of the national chains that are found in so many other communities mixed use centers the new district can focus on drawing employer anchors, retail, service companies around a concept.
 - a. Hudson Wellness District. *Developers are now designing "wellness hubs" that integrate housing, food, fitness, healthcare, and social life from the start. These environments are built to improve physical, mental, and social health simultaneously.*
 - A modern version of a town square—**but wellness-driven instead of retail-driven**
 - Designed to anchor mixed-use districts as a daily-use "third place"
 - Scaled appropriately for Hudson and focused on daytime activity rather than nightlife
 - Entire residential communities built around multi-dimensional wellness (mental, social, physical)
 - This is not competing with downtown retail
 - Summa was just purchase by HATCo. They have committed \$350 million in technology investment in the first five years and an additional \$200 million in strategic investments over the first seven years, with an explicit mission to shift from sick care to proactive wellness — what they call "health assurance". A 130-acre campus with 1.4 million square feet is an extraordinary canvas for a health system trying to reinvent outpatient and preventive care. Hudson could propose the South Darrow site as HATCo's national showcase for the health assurance model — the physical demonstration project they use to prove their thesis.
 - b. Hudson Agricultural Arts District. It's not industrial, not retail... something different

- Farming, food systems, and artisan production combined with community-focused experiences
- Food artisans, community gardens, design/engineers service-based companies, chef-driven experiences
- This is not competing with downtown retail
- It creates a destination experience that can complement and feed traffic back into downtown.

By focusing on supporting a downtown area with a clear distinctive identity that is different than the South Darrow development, both areas can succeed without competing. If done correctly, with clear identity and restraint, it can strengthen the entire community. The city has given the developer several guideposts to maintain Hudson's design standards and control commercial scale and use. With those protections in place, we believe this can be done carefully and successfully, and doing nothing also carries risk—vacant or underutilized properties, missed opportunities, and development that happens without a clear plan. The outcome will depend entirely on maintaining discipline around identity, scale, and purpose.

Joyce & Ken Kuryla