

MASTER PLAN 2017

CITY OF HUDSON, MICHIGAN

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TABLE OF CONTENTS

1. Introduction.....	5
History of Hudson	5
Legal Basis for the Master Plan.....	6
Organization of the Master Plan.....	7
2. Action Plan.....	9
Goals and Objectives.....	9
Implementation	15
Zoning Plan.....	20
Economic Development Tools	23
3. The Hudson Plan	25
Building Blocks of Development	25
Future Land Use	28
Downtown Plan.....	32
Gateways and Historic Assets	41
Trails and Open Space.....	44
4. Community Profile.....	47
The People of Hudson	47
Housing	56
Existing Land Use	59
Downtown.....	66
Natural Features and Recreation.....	75
Utilities	82

List of Tables

Table 2.1: Population	48
Table 2.2: Average Household Size	52
Table 2.3: Educational Attainment, 2000	52
Table 2.4: Median Income	53
Table 2.5: Occupational Sectors, 2000.....	54
Table 2.6: Housing Type, 2010	57
Table 2.7: Housing Tenure, 2000	58
Table 3.1. Existing Land Use Summary	65

List of Figures

Figure 2.1. A storefront with a high degree of transparency	36
Figure 2.2. Transom windows above the storefront display windows.....	36
Figure 2.3. An awning and a canopy that meet the design standards.....	37
Figure 4.1: Rate of Population Change	49
Figure 4.2: Median Age, 2014	49
Figure 4.3: Age Structure, 2014	50
Figure 4.4: Change in Number of Households	51
Figure 4.5: Change in Median Income	53
Figure 4.6: Change in Number of Housing Units.....	56
Figure 4.7: Change in Population vs. Change in Housing, Hudson.....	57
Figure 4.8: Change in Median Home Value	58

List of Maps

Map 1: Future Land Use.....	31
Map 2: Existing Land Use	63
Map 3: Downtown Land Use.....	69
Map 4: Downtown Façade Condition	73
Map 5: Community Facilities	77
Map 6: Topographic Features.....	79
Map 7: Floodplains.....	81



1. INTRODUCTION

History of Hudson

The first European settlers came to the area that would become Hudson in the early 1830s, drawn by the lush fields for grazing and orchards in the valley along Bean Creek. A more centralized population began to condense near present day Main Street after the building of the Lake Shore and Michigan Southern and Cincinnati Northern Railways. In 1893, Hudson was incorporated as a city.

In the early years after incorporation, Hudson quickly grew into an important trading center for Hillsdale and Lenawee Counties, resulting in the construction of several impressive structures downtown, including the Carnegie Library, which was constructed in 1905 at Market and Fayette Streets. Many of these buildings now fall within the Downtown Hudson Historic District, which is on the National Register of Historic Places.

Hudson has a tradition of winning athletic programs, from the state-record 72 straight games won by the football team in the early 1970's to more recently, when the 2010 team won the state championship. Hudson residents pack historic Thompson Field to continue to support the team each fall.

Hudson has
always been
known for its
civic pride,
including its
championship
football team.

Today, the railroads have disappeared from Hudson, but the City remains a regional crossroads, with M-34 and US-127 both running through town. Hudson features considerable historic assets, especially in its downtown buildings, its library, and its churches. It also has natural assets, especially along Bean Creek, and the now-underway trail system will take advantage of them. Hudson has positioned itself for the future, and must plan for the form that future will take.

Recently, Hudson has made significant investments into the long-term health and viability of the City by adopting a Master Plan in 2012. The City has been successful in implementing many of the recommendations from that plan, and in updating the plan in 2017 will continue setting community development goals and guidelines that have the potential to further improve the overall quality of life for citizens.

Legal Basis for the Master Plan

The Michigan Planning Enabling Act of 2008, as amended, authorizes local units of government to engage in planning and zoning. At the most basic level, a Master Plan is used as the basis for a community's land use decisions and to shape zoning regulations that support a community's goals and objectives. One of the factors that makes zoning constitutionally valid is that all zoning regulations enacted by a municipality are supportive of a municipality's long-range vision, and not arbitrary in nature.

The Master Plan is by nature broad in scope; the City may use existing conditions, trends, and Goals to anticipate future development requirements. In the process of identifying the City's needs for preservation, agriculture, residences, commerce, and industry, Hudson will formulate a program for the regulatory requirements necessary to achieve the broader community vision. This program is the plan for zoning that the City should consider when amending the Zoning Ordinance.

In addition to providing the legal basis for zoning activities, the other important function of the Master Plan is to provide guidance to developers, landowners, and business owners when making investment decisions. Consistent and reasonable application of the Master Plan by the City reduces risk and uncertainty in the real estate market.

Other uses for the Master Plan include guidance on the provision of public services, including infrastructure and programming, the involvement of community members in the planning process, and interactions with adjacent communities and regional entities.

The Planning Enabling Act recommends review of the Master Plan every five (5) years to ensure that a community is always performing self-evaluation. This ensures that changes occurring economically or socially are consistently accounted for and incorporated into a vision for the community.

Organization of the Master Plan

Hudson's Master Plan is organized into four (4) parts:

- The **Introduction** provides background information on the City's history, including long-range planning efforts. This section also provides the legal basis from which Master Plan development is formed.
- The **Action Plan** includes the City's land use goals and objectives. It includes the implementation plan and the zoning plan, and details the means by which the City may strive to accomplish the Future Land Use plan.
- The **Hudson Plan** provides the long-term vision for the community through the Future Land Use map, the Downtown Plan, and plans for City assets, including buildings, gateways, historical features, and recreational facilities.
- The **Community Profile** is the inventory and analysis that provides a snapshot of the City as it exists as of the date of plan adoption. This view into the community includes information about Hudson's people, infrastructure, resources, and programming.



2. ACTION PLAN

Goals and Objectives

Community Vision

The purpose of the Master Plan is to serve as a guide for City officials, residents, and landowners in making future land use decisions. As such, an overall vision for the community first must be identified.

The Hudson City vision is to take advantage of the City's status as a regional crossroads to develop into a community for the 21st Century. It will capture the profound civic pride of its residents to create a more livable town with safe, pleasant neighborhoods and a vibrant center. Hudson will capitalize on its rich history, its sturdy infrastructure, and its natural beauty while keeping its small-town charm and sense of community.

Goals and Objectives

Goals are general in nature, and, as related to community planning are statements of ideals toward which the City wishes to strive. This represents the ultimate purpose of an effort stated in a way that is both broad and immeasurable. Goals also express a consensus of community direction to public and private agencies, groups, and individuals. Goals are long-range considerations that should guide the development of specific objectives.

Objectives are a means to achieve the overall goals of the Plan. Objectives take the form of more measurable standards, or identify the methods in which the goals of the Plan may be realized. In some instances, they are specific statements which can be readily translated into detailed design proposals or action recommendations.

Together, the following Goals and Objectives provide the foundation of the Master Plan and a framework for future implementation strategies.

Downtown

Goal: Future development in Hudson should respect the historic character of the City, especially its downtown historic district, while expanding the vitality and range of services available in the downtown area.

Objectives:

- D1. Hudson will create an economic identity for downtown and, through the DDA, continue its long-term economic and physical revitalization program.
- D2. New development in the downtown area should fit with the historic nature of the district, including design standards, setbacks, and building materials.
- D3. Downtown Hudson will be marketed to visitors and residents in order for it to maintain its place as the community's heart.
- D4. Minimize development hurdles in Downtown Hudson to make it as easy to redevelop as is it to develop new.

Neighborhoods

Goal: Hudson will preserve the charm of its historic residential neighborhoods while enhancing the quality of life for residents across the City.

Objectives:

- N1. New residential development and redevelopment should respect historic building patterns, preserving and enhancing them where feasible.
- N2. New residential building should be focused in existing residential areas, with an eye toward filling in empty lots within established blocks, especially in the area immediately north of Downtown.
- N3. Ensure that the zoning code is written to prioritize single family residential development and to focus multiple family housing in appropriate areas.

Connectivity

Goal: Hudson will create a complete road and trail network which encourages safe, efficient vehicular travel and which supports recreation and non-motorized transportation while enhancing the natural beauty of the City.

Objectives:

- C1. Consider including non-motorized transportation infrastructure, such as bike lanes and bike parking, in any public infrastructure upgrade project.
- C2. Coordinate with Lenawee County, Hillsdale County, and MDOT's University Region to accomplish non-motorized connections between nodes of activity.
- C3. Extend the trail system to US-127, with a connecting trail running from the city to Lake Hudson State Recreation Area.
- C4. Coordinate elements from the Street Improvement Plan, the Parks and Recreation Plan, and the Capital Improvement Program to ensure that transportation upgrades are meeting the goals and objectives that have been identified City-wide.

Economic Development

Goal: Promote appropriately sited and attractively designed retail, service, and industrial establishments at appropriate locations within the community.

Objectives:

- E1. Promote and maintain high standards for site and building design by actively engaging new and existing property owners in the redevelopment and maintenance process.
- E2. Provide flexible zoning mechanisms for property owners and tenants to upgrade existing non-residential sites.
- E3. Concentrate new industrial development within the industrial park and surrounding areas through incentive programs and appropriate zoning.
- E4. Emphasize development of local and neighborhood-focused retail and service providers in historic Downtown Hudson.
- E5. Encourage commercial businesses that require a large footprint to locate along US-127, where vehicular access is easy and lot sizes are better suited for these types of development.
- E6. Continue the conversion of obsolete or underutilized industrial areas to office/research/technology uses.

Historic Assets

Goal: Hudson will foster its image as a historic community, capitalizing on historic assets such as the Downtown, Carnegie Library, and the railroad viaduct over Bean Creek.

Objectives:

- H1. Implement the design criteria outlined in the Hudson Plan.
- H2. Maintain and rehabilitate historic assets.
- H3. Rehabilitate and improve access to the historic railroad viaduct over Bean Creek, incorporating it into the trail system and utilizing it as an anchor of the eastern gateway to downtown.
- H4. Preserve the character of downtown, especially the historic district, utilizing a historic overlay zone or new downtown mixed-use zone that would provide unique regulations tailored specifically for historic preservation.

Natural Resources

Goal: Preserve Hudson’s existing parks, enhance access to recreational opportunities and trailways, and foster an appreciation for the natural beauty of the City.

Objectives:

- NR1. Maintain and preserve Hudson’s existing park space.
- NR2. Improve access to Bean Creek through trails and recreational amenities.
- NR3. Capitalize on the rolling topography of the City by incorporating natural features into trails and parks where appropriate.
- NR4. Preserve open space, especially along Bean Creek and on the City’s southeast side.
- NR5. Pursue State and Federal funding for expansion of the City’s non-motorized trails and assets.
- NR6. Incorporate elements of the Parks and Recreation Plan into planning efforts.

Planning and Community Development

Goal: Ensure ongoing community planning and the implementation of the Master Plan.

Objectives:

- P1. Review and update the Master Plan every five years to address changing conditions, redevelopment opportunities, and the changing needs of the community.
- P2. Cooperate with nearby communities, Lenawee and Hillsdale Counties, the school district, and other organizations through the exchange of information on development and redevelopment issues and other shared interests, such as community facilities and services, conservation developments, and development along shared boundaries.
- P3. Revise the zoning ordinance to be compatible with the recommendations of this Plan.
- P4. Utilize the Capital Improvement Program as a mechanism to fund elements of the Master Plan.

Implementation

The Master Plan represents the vision for the City of Hudson – a vision to preserve and enhance the best existing characteristics of the City while making the most of opportunities that come with new development. The Plan itself is a vision and provides goals and objectives that will guide decision-makers and stakeholders in making decisions that are consistent with the overall vision. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, City staff, public sector agencies, private developers, and ordinary citizens.

This chapter identifies and describes actions and tools available to implement the vision created in this Master Plan. Broadly stated, the Plan will be implemented through:

- **Planning and Zoning:** Evaluation of the City’s Zoning Ordinance and amendments to the regulations is necessary to implement the recommendations of this Plan. See the Zoning Plan in this chapter for specific suggestions regarding zoning changes. Continuous evaluation of the recommendations of this Plan must occur at regular intervals to ensure that the overall vision for the future development of the City remains relevant.
- **Civic Improvements:** Improvements to the City’s parks, trails, and historic assets, as well as other civic amenities, will reinforce and strengthen the vision described in this Plan. These improvements are generally tangible “brick and mortar” projects which provide immediate tangible benefit to the community.
- **Economic Development:** This category includes the economic and physical development of the City. Improvements include a wide range of activities from physical development to promotion and marketing, and may be completed by public entities, private entities, or combinations thereof. See the Economic Development Tools section of this chapter for the various economic development tools available, some of which the City is already actively pursuing.
- **Continuous Action:** Continuous planning action by the City Council, Planning Commission, and other appointed boards will be crucial in achieving the vision set forth in this Plan.

IMPLEMENTATION PROGRAM

Planning and Zoning								
Project	Related Objective(s)*	Priority	Timeframe	Responsibility	Funding			
					City	Private	TIF/DDA	External
Consider adopting a Planned Unit Development (PUD) ordinance	E2	Immediate	Within 1 year	Planning Commission	X			
Translate Downtown Design Guidelines into Historic Preservation Overlay District	D2	Immediate	Within 1 year	Planning Commission/ DDA	X		X	
Adopt/update Parks and Recreation Plan every five years	P1, P4	Immediate	Within 1 year	City Council	X			
Revise Zoning Ordinance to be consistent with this Master Plan	D2, E2, E5	Ongoing	1-3 years	Planning Commission	X			
Rezone Properties According to this Master Plan	D1, N2, E2	Ongoing	1-3 years	Planning Commission	X			
Review this Master Plan every 5 years	Master Plan Vision	Ongoing	3-5 years	Planning Commission	X			

Civic Improvements								
Project	Related Objective(s)*	Priority	Timeframe	Responsibility	Funding			
					City	Private	TIF/DDA	External
Continue existing façade improvement program	H4 D2	Ongoing	Within 1 year	DDA			X	X
Actively maintain streetscapes in Downtown to portray a high-quality aesthetic	E1	Ongoing	Within 1 year	Public Works/ DDA/ Businesses	X	X		
Upgrade East and West Gateways	C4 N2	Ongoing	1-3 years	Planning Commission/ City Council/ Businesses	X	X	X	
Make improvements to historic rail viaduct and surrounding area	H3	Ongoing	1-3 years	Planning Commission/ City Council/ Businesses	X	X		
Improve pedestrian wayfinding and access in downtown	D3 P4	Ongoing	2-4 years	Planning Commission/ DDA	X		X	X
Improve pedestrian infrastructure in residential neighborhoods	N1 C1	Ongoing	3-5 years	Planning Commission / City Council / Homeowners	X	X		X

Economic Development								
Project	Related Objective(s)*	Priority	Timeframe	Responsibility	Funding			
					City	Private	TIF/DDA	External
Improve marketing of Downtown businesses and events	D3	Immediate	Within 1 year	Planning Commission/ DDA	X		X	
Encourage infill development Downtown	H4 D1	Ongoing	2-4 years	Planning Commission/ City Council/ DDA	X	X	X	
Encourage infill development in neighborhoods	N2	Ongoing	2-4 years	Planning Commission	X	X		
Market industrial park and encourage businesses to open there	E3	Ongoing	2-4 years	Planning Commission/ City Council/ LDFA	X	X		

Circulation Improvements								
Project	Related Objective(s)*	Priority	Timeframe	Responsibility	Funding			
					City	Private	TIF/DDA	External
Complete non-motorized trail system	C1	Immediate	1-3 years	City Council/ City Manager	X			X
Improve pedestrian infrastructure near downtown, especially along Railroad Street	C3 N6	Immediate	1-3 years	City Council/ City Manager/ DDA	X		X	X
Improve roads throughout City	C4	Ongoing	1-3 years	Planning Commission/ City Council	X	X		

Zoning Plan

A Zoning Plan is required by the Michigan Planning Enabling and Zoning Enabling Acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the Master Plan serves as the basis for the City's Zoning Plan. The Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan to be prepared as the basis for the zoning ordinance and any amendments proposed to the ordinance.

The following table should be consulted when rezoning is considered in the City. When viewing a parcel or group of parcels for rezoning, the following Zoning Districts should be considered based on the designated Future Land Use category:

Future Land Use Categories	Zoning Districts
Downtown Core	General Commercial, New Historic Preservation Overlay
Highway Commercial	Highway Service Commercial, Light Industrial
Community Gateways	General Commercial, Office, New PUD District
Historic In-Town Residential	R-1, R-2
Large-Lot Residential	R-1
Medium Density Residential	Medium Density Residential, Mobile Home Park, New PUD District
Office	Office
Industrial	Light Industrial, General Industrial, Office
Agriculture, Open Space, Parks	All districts for areas designated as parkland or protected land; AG-1 for all other lands

In support of Future Land Use districts, the following recommendations should be considered for each existing Zoning District, as well as two potential additional districts:

Agricultural (AG-1)

Most of the vacant land in Hudson is currently zoned for agricultural uses. Single-family residential uses are permitted in the AG-1 District, as well. The land along Bean Creek that is not actively farmed should be kept in as natural a state as possible. This could be accomplished through additional setbacks along the waterfront to provide buffer zones that could filter pollutants before they enter the creek.

Single Family (R-1)

All properties zoned Single Family (R-1) and Two-Family (R-2) Residential permit single family dwellings, and this should continue. The “Large Lot” areas should be predominantly R-1, with uses limited to large lots, single-family homes, and accessory structures and uses typically found alongside a residential use. Consideration should be given to rezoning all residential properties in the “Large Lot” areas to R-1.

Two-Family Residential (R-2)

The residential character in the “In-Town” areas should be protected as development occurs, since this zone is intended as a transition from single-family homes to multi-family buildings. R-1 zoning would be acceptable in these areas, but is slightly less dense than desired. The R-2 District permits single family and two-family dwellings, which is appropriate for the “In-Town” areas. Consideration should be given to include accessory dwelling units, such as in-law suites or above-garage apartments, subject to Conditional Use approval.

Medium Density Residential (RM-1)

Multi-family housing characterizes the “Medium Density Residential” district. There are very few locations with this type of density within the City, likely due to low demand and well-defined geographic boundaries that serve to identify distinct districts. In the locations where “Highway Commercial” abuts single-family residential districts directly, it may be appropriate to encourage higher density residential units to act as a buffer for protection of the single-family uses. Vacant natural areas should not be considered for this type of zone.

Office (O-1)

Currently the Office classification covers the parcels along US-127 near North Street and the fledgling office district at Maple Grove Avenue and Cadmus Road. The provisions of the Office District are very inclusive and work well for the type of district this Plan envisions in those areas.

General Commercial (C-1)

The Downtown future land use is largely zoned General Commercial. The ordinance provides flexibility in mixing residential and commercial uses, and does not interfere with the historical nature of the downtown. However, the regulations in the C-1 District are not specifically written for protection of historical assets, so building preservation techniques could be built into future zoning regulations, a historic preservation overlay district, or rezoned Main Street road frontage to a new zone with building protections built in.

Highway Commercial (C-2)

This zoning classification covers the retail uses along US-127. It is located appropriately and regulates these uses well.

Light Industrial (I-1)

This zoning district should be used to buffer the I-2 District from non-compatible uses. In future zoning considerations, it should be used at the borders of the Industrial Districts as specified on the Future Land Use plan. Potential use for this zone is for undeveloped industrial land on the eastern side of the City.

General Industrial (I-2)

Land planned for Industrial use in the Future Land Use Plan is generally appropriately zoned.

Future - Planned Unit Development (PUD)

The City does not currently have a district for a Planned Unit Development, but may consider providing one in the future. This type of district generally provides for innovative solutions that address key components of the Master Plan, while giving a municipality control, or heavy influence, over many of the development considerations on a site. At the same time, it allows developers some flexibility in building design and density, as well as considerations such as building placement and landscaping. This type of zone may be appropriate for a location such as the East Gateway on both the north and south sides of Main Street.

A PUD could allow an interested developer to come to the City with a solution to revitalize the Metalloy site with mixed commercial, residential, and business incubator uses, while incorporating trail and connectivity improvements such as outdoor seating along a boardwalk.

Future – Historic Preservation Overlay (HPO)

The C-1 district adequately permits mixing of residential and commercial uses currently, but it is not particularly strong on preserving the existing building infrastructure. The City may consider future zoning amendments to protect the buildings and encourage historically accurate reinvestment. This could be accomplished in several ways, but since the uses currently defined in C-1 are desirable, an overlay zone focused on physical characteristics may be the most effective means of protecting the buildings from alterations that could negatively affect the whole downtown. The boundaries of the HPO could be the same as the already-existing Historic District.

Economic Development Tools

Many communities have found economic development success by creating specialized bodies to oversee the development of a specific area or type of parcel, examples of which are listed below.

Many of the organizations listed here can make use of Tax Increment Financing (TIF), a powerful funding method that authorized bodies may use for public purposes. When a TIF district is established, the total state equalized value for property in the district is recorded. Every year thereafter, the property tax revenue generated by increases in the total state equalized value is captured by the TIF. In this manner, the TIF is funded only by increases in property value and the City's general fund is not affected by the tax capture of the TIF.

Downtown Development Authority

A DDA is a non-profit development corporation which exists for the purpose of promoting a desirable environment for businesses and residents, and implementing economic development projects. A variety of financing techniques are available to DDAs, including bond issues, TIF, and public and private contributions.

The City has an existing DDA, the boundaries of which extend generally from Maple Grove Avenue to US-127, and from Seward Street to Railroad Street.

Corridor Improvement Authority

2005 legislation established a new method of improving old commercial corridors in areas outside DDA boundaries. The primary benefit of this tool is to provide local governments with the option of using TIF for improvements in the districts and to undertake a wide range of activities to promote economic development and redevelopment in commercial areas. Because of the inclusive boundaries of the DDA, there is no immediately obvious location for a CIA within Hudson, but this is a tool that could be used in the future.

Brownfield Redevelopment Authority

Communities are authorized to create one or more Brownfield Redevelopment Authorities, which may be used to finance the cleanup and reuse of contaminated property. Costs that can be funded by the BRA include the demolition of buildings necessary to remove hazardous substances, as well as new construction if needed to protect against exposure to hazardous substances that are to remain.

A BRA exists in Hudson in order to plan for a future where industrial uses within the city may one day become obsolete and the property redeveloped for other uses.

Principal Shopping District/Business Improvement District

A municipality may create a Downtown Management Board for the management of certain ongoing activities within its "principal shopping district," including market studies, public relations campaigns, and retail and institutional promotions. The Board may also oversee brick and mortar improvements such as parking facilities and pedestrian improvements, although it may not conduct broad redevelopment or infrastructure activities, nor can it use TIF. An organization of this nature might be useful in Hudson, although it may prove redundant to the DDA.

Commercial Rehabilitation Act

Passed in 2005, the Commercial Rehabilitation Act enables local units of government to create one or more rehabilitation districts in which rehabilitated commercial property may receive property tax reductions for one to 10 years from the municipality (excluding personal property and the land upon which the rehabilitated facility is located). These tax reductions or abatements may be used to encourage redevelopment in the community; however, they do reduce the amount of tax revenues collected by the City and therefore should be used judiciously.

Local Development Financing Authority

A Local Development Financing Authority is intended to assist industrial development, promote economic growth, and prevent unemployment. Eligible activities include the support of business investment in districts where the primary activity is the manufacture of goods and materials, agricultural processing, or high-tech activities such as product development, engineering, product testing, or research and development.

LDFA's may use TIF, and only one LDFA may be created in a community. The Hudson LDFA was created in order to develop the industrial park on the east side of town, and was disestablished in 2014 upon completion of the park.

Neighborhood Area Improvements Act

Passed in 1949, the Neighborhood Area Improvements Act authorizes cities to designate neighborhood areas for the purpose of planning and carrying out local public improvements for the prevention of blight in those areas. The Act calls for neighborhood betterment plans by the Planning Commission, which can be added to the Master Plan as a sub-area plan addendum. The Act also provides methods of financing improvements within neighborhoods, including special assessment districts and neighborhood improvement bonds.



3. THE HUDSON PLAN

Building Blocks of Development

The City of Hudson is a close-knit community with an eye on maintaining the quality of life that its residents have come to know and embrace. Neighborhoods, Districts, and Corridors serve as the organizing principles around which the built environment has been shaped. They also provide the context on which the Future Land Use Plan is built. Each of the following development areas has specific characteristics, either existing or proposed, that form the basis of future land uses planned for that area. This will help guide future development and redevelopment in the City in an ordered and attractive pattern that protects and enhances property values within the City, promotes job creation, and provides attractive residential areas that include a range and diversity of housing styles and prices.

Neighborhoods

Neighborhoods are the building blocks out of which a community is built. Traditionally, neighborhoods are pedestrian-friendly and are centered around a small commercial area or civic use such as a city building, school, church, or park. These centering features are important, as they help define a sense of place and significantly contribute to the neighborhood's image for both those who reside in the neighborhood as well as those who live outside of the neighborhood. Other important benefits of these centering features is that they provide residents of the neighborhood with a destination to walk to and serve as a place for social interaction.

One of Hudson's great strengths is the walkability of its core neighborhood. Downtown, the Carnegie Library, several churches (as well as Sacred Heart School), major employers, and Thompson Memorial Park are all connected by walkable residential streets. This district promotes social interaction between neighbors and accounts for much of the City's vitality.



However, improvements can be made. Downtown should be positioned to attract a greater variety of businesses and reclaim its place as a gathering center. Assets and landmarks such as the historic rail viaduct should be enhanced. The walkable core of Hudson should be expanded. Infill development should be encouraged instead of making it easier to build and develop at the periphery of the City. Sidewalk improvements should be made, especially in the blocks immediately surrounding downtown and those south of Pleasant Street. Further, the areas east of Bean Creek should become more cohesive and connected through pedestrian improvements and connections to the major institutions on that side of the City.

Districts

Districts are unique places that are easily identifiable by all residents, but do not contain the full range of land uses or the coherent connectivity of a neighborhood. Hudson's districts can be found at the periphery, near the city limits.

The eastern edge of the City is Hudson's industrial district. Uses of this type are already clustered in this area and should continue to be so due to its large lot sizes and natural space buffer from residential uses.



Another district in Hudson is the schools complex on the north side of the City. Along with Will Carleton Park and Maple Grove Cemetery, the schools draw from across the City and around the region. Connections between this district and the rest of town should be improved.

On the west side of the City, the highway commercial district abuts US-127 and focuses on large-scale commercial and retail development. This district is in competition with Downtown for consumer spending, although the products offered and the manner in which they are offered are significantly different.

Corridors

Corridors are transportation arteries that contain magnet land uses such as retail or institutions. In Hudson, the two major corridors are Main Street and US-127.

Main Street runs through the core of Hudson from east to west. The vast majority of downtown merchants are located along Main Street, as well as other businesses such as the Market House and historic assets like the railway viaduct. On the east side of town, Hudson's largest industrial employers are located along Main Street.



US-127 forms the western limit of both the City of Hudson and Lenawee County. The highway contains most of Hudson's auto-oriented retail, including gas stations, fast food, and banking. The City's historic high school football stadium is also located on US-127.

Future Land Use

This section details the categories used in the Future Land Use Map. The categories and map were developed from the existing conditions in Hudson today, the framework laid out in the existing zoning code, and a vision for the future growth and development of the City.

Downtown Core

The downtown section of Hudson is not merely the retail uses along Main Street. It also encompasses the public and institutional uses, churches, and schools that make the City's historical center a gathering place for the entire community.

The downtown land use district stretches from West Street to Bean Creek and from Railroad Street to Fayette Street. See Section C for specific downtown design and development recommendations.



Highway Commercial

Highway commercial areas generally stretch along busy thoroughfares and contain retail uses designed to be accessed by automobile. While these areas cater to the local population, they are also designed to capture business from pass-through traffic.

Hudson's highway commercial district stretches along US-127. The retail stores at Main Street and West Street are examples of highway commercial design, they are classified as "Downtown" in this Plan because of their location along Main Street adjacent to the central business core.

Downtown Gateways

To the east and west of downtown Hudson along Main Street are two mixed-use districts. While they are transitional in nature, these gateway areas are critical parts of the City as they leave a lasting impression on visitors.

On the west side, the district has a mainly residential building character, but it is zoned for office and most of the uses reflect this. This area features impressive architecture and an old-growth tree canopy and provides a grand gateway into the core of Hudson.



On the east side, the gateway district includes the small business district at Main Street and Maple Grove Avenue, Bean Creek and the historic railway viaduct, industrial uses, and some miscellaneous retail. This district suffers from more vacancy than its west side counterpart, and it does not have a coherent feel. However, it is a key connection between Hudson's downtown and east side and, if properly developed, it has the potential to match the western gateway's appeal in its own unique way.



Historic In-Town Residential

The residential neighborhoods in Hudson's core feature a traditional grid layout, older housing stock, and a dense configuration. The form of these residential blocks promotes social interaction, walkability, and safety and should be preserved and enhanced to the extent possible. Infill development and pedestrian improvements should be used to create a similar feel on other blocks, especially north of downtown. Accessory dwellings, such as in-law suites or above-garage apartments, could be considered if the essential character of the neighborhoods is not altered.



The existing In-Town Residential Area is generally south of Main Street, north of Pleasant Street, and between Oak and Market Streets. The area bounded by Railroad Street, Willow Street, West Street and Bean Creek, north of downtown, should be proactively improved in order to create a similar environment.

Large Lot Residential

Outlying residential areas in Hudson tend to be much less rigid in form. Lots are large, streets are narrow with no sidewalks, and housing styles vary. In some areas, empty lots are the norm. These areas, with their old-growth trees and broad green expanses, have their own appeal and need not be drastically changed. However, pedestrian and streetscape improvements should be pursued to promote safety and walkability. Additionally, development should be encouraged to fill in the empty lots within built-up areas before existing natural space is used for housing. Consideration should be made to the development requirements to make it easier to build new on an empty lot on an existing residential street than it is to build new.



Medium Density Residential

Multi-family housing is not prevalent in Hudson. The Plan proposes to keep it generally within existing areas, where apartment buildings are already located or where the existing zoning calls for multiple family. These areas are scattered throughout the city, including the intersection of West Street and Railroad Street, the corner of Jefferson Street and Buchanan Street, and the north end of Tiffin Street.



Office

A small number of areas in Hudson have purely office uses within them. The smaller of the two office districts is on the north side of town at Maple Grove Avenue and Cadmus Road.

Industrial

Most of Hudson's industrial uses are clustered on the east side of town near the industrial park. This trend should continue, especially with businesses that require intensive truck traffic, loud noises, or other potential hazards to their neighbors.

Hudson's historic industrial heart, along Bean Creek south of Main Street, still contains a few businesses. Over the long term, industrial uses in this area should be phased out in favor of adaptive re-use or green space along the creek.



Agriculture, Open Space & Parks

The open space and agricultural land at the periphery of the City and along Bean Creek should be protected by encouraging reuse before sprawl outward. There is ample space for residential development to occur closer to the City center before utilizing the remaining open space.

Similarly, the City has recognized the importance of recreational amenities, and has put significant resources into utilizing open space and parkland as a driver for community engagement.

Civic

Hudson recognizes the importance of City-owned, publicly utilized facilities and intends to continue to utilize them in the future. Spaced throughout the City, Civic uses include government buildings, public safety facilities, the post office, parks, schools, treatment plants, and more.

Downtown Plan

Downtown Hudson, with its historic architecture, walkable surrounding neighborhood, numerous institutions, and position on a regional thoroughfare, has great potential. However, it has been unable to live up to that potential in recent decades, as vacancy, poor stewardship, and increased competition have severely limited its prosperity and vibrancy. This Plan will detail some ways to return downtown Hudson to a prominent center for the region.

Downtown Plan Tenets

The following concepts are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. Reduce Vacancy and Improve Business Mix. Just as vibrancy and activity contribute to the success of any given business, vacancy and neglect can easily lead to the failure of surrounding businesses. Streetscape improvements, outdoor patios, façade rejuvenations have helped provide a spark to the Downtown. Several businesses have begun operation and the City and DDA should be proactive in encouraging neighboring landlords to piggyback on the small successes. Work should continue on marketing downtown and highlighting the benefits of initiating business downtown. The City and owners alike should be touting the “downtown experience,” which includes eclectic shopping options, neighborhood services, quality relationships, and amenities like convenient parking.



2. Encourage Mixed Use. For a City its size, Hudson has large buildings in its downtown – some as many as 3 or 4 stories. These upper floors are perfect for office and residential uses that would activate the street 24 hours a day. Some landlords are already renting out the upper floors, while others leave them vacant or use them for storage. The City and DDA can promote mixed use through incentives, but also by simply encouraging it in the Zoning Code (see Chapter 6). The Code should make redevelopment of existing assets easier to accomplish than developing on the periphery of the City.

3. Capitalize on Historic Assets. One of downtown Hudson’s great strengths is its historic architecture. The DDA’s façade improvement plan is helping to change this, and the guidelines for historic renovation will help property owners with the decision on how to proceed with a renovation. A specific downtown code for all new storefronts being renovated would help improve the look of downtown, as well as its attractiveness to the pedestrian. The DDA should encourage an owner of a renovated property to give public voice to his positive experiences about redevelopment in the City. Similarly, an open house to showcase the results of downtown redevelopment could serve as a catalyst for additional positive change downtown.

4. Enliven Side Streets. Another of Hudson’s strengths is that its downtown is a district with several uses and a network of walkable streets, rather than a single commercial corridor. Main Street is clearly the primary street, but the focus should include adjacent streets, as well. Railroad Street, with its

public uses, Church Street with its retail, Market Street with its institutions, and Seward, Fayette, and Lane Streets with their historic housing should not be ignored.

“Mini-festivals” could bring attention to the side streets, with themed streetscapes and signage pointing pedestrians to explore slightly outside of Main Street. For example, on Railroad Street, the municipal uses could each put on an open house on the same day, highlighting things like fire safety around the home, programming facilitated by City administration, and public safety (bicycle clinic, for example).

Additionally, signage, streetscape, and pedestrian improvements which share designs with Main Street would bring these streets more fully into the envelope of “downtown” to enliven the entire district.

5. Use the Market House as an Anchor. The presence of the regional shopping center, including the Market House, on the edge of downtown Hudson has simultaneously been an asset to the City and an impediment for the downtown. The shopping center attracts customers from around the region, as well as travelers on US-127, but also pulls customers and businesses away from the downtown core. In order to remedy this, the downtown and the Market House need be better connected by pedestrian improvements, signage, and marketing. Further expansion of the Veterans Memorial, such as an expanded public plaza, fountain, or amphitheater in the southeast corner of the Market House parking lot could turn the corner into a tangible connection point between the downtown and the shopping center.



Downtown Design Guidelines

It is inevitable that changes to structures in the downtown area will occur over time. However, it is absolutely essential that these changes do not further damage the historic building fabric and character of the downtown. Restoration of already-degraded storefronts and preservation of intact storefronts will improve the overall character of the downtown, strengthen its position as a regional destination, and strengthen its value to the community.

The historic buildings in the downtown area were constructed according to a common architectural tradition. While the style of each building may be unique, there are commonalities that all of the historic downtown buildings share. These common design elements are rooted in a centuries-old tradition of village/town building. Such centuries-old traditions develop over time in response to the needs of human activity. Recent “improvements” have destroyed the original building design in many cases, and Hudson’s most important implementation task is restoring these altered buildings to their original design.

**Hudson’s most
important task is
to restore
altered buildings
to their original**

Any building renovation or alteration, no matter the planned use, must retain the overall design integrity of the historic building by protecting or restoring the original features, design elements, and materials.

This section provides recommendations for basic design standards that will help restore the historic quality of Hudson's downtown, no matter what the particular architectural style of the building.

Secretary of the Interior's Standards for Rehabilitation

The following general standards are to be applied to rehabilitation projects, taking into account economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old design, color, texture, and other visual qualities and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

These general standards are to be applied to rehabilitation projects, taking into account economic and

Maintain the Downtown Building Design Tradition. The layout, location, and proportion of major building elements and architectural detailing are important elements in traditional downtown building design. In the centuries-old “main street” building design tradition, building elements follow a very rigid set of rules, while architectural detailing is where individual buildings can display their own unique character and flair.

So long as all buildings comply with a simple set of building element design standards, downtown Hudson’s historic character will be preserved. The specific architectural details may vary drastically, which is acceptable. When a building has a strong architectural character, this character should be preserved. However, it is not the intent of these design guidelines to dictate architectural style – only to ensure that the vernacular of main street building design of major elements is adhered to.

The basic main street building façade consists of three major elements, which can appear in various shapes, sizes, and styles:

- 1.** A decorative cornice that caps the building
- 2.** The upper masonry façade with regularly spaced windows
- 3.** The storefront with an entrance and large window displays



Downtown Design Standards. All downtown buildings, whether old or new, historic or not, must comply with the following building element standards:

1. Transparent Storefront Area.

- a. The traditional storefront is composed almost entirely of windows. The large glass area serves to display the goods the business has to sell, as well as allow natural light deep into the store to minimize the need for artificial light sources. Note that instead of a transom, this storefront has clerestory windows above the door level to create a very tall first floor appearance.
- b. If a glass storefront is not appropriate for a business or use, consider the use of window treatments as a solution.
- c. Do not allow storefront areas to be covered over with opaque materials (wood, brick, etc.).



Figure 3.1. A storefront with a high degree of transparency

2. Building Entrances.

- a. Entrances should be maintained or restored in their traditional location and configuration. If the original entry is gone, the new entry should be designed and placed considering traditional design themes and its relationship to the overall building façade and symmetry.
- b. Recessed entrances prevent doors from swinging open onto the sidewalk and are encouraged.
- c. Unfinished anodized metal, bright aluminum, stainless steel and residential grade doors are not acceptable. Recommended materials for doors include metal with black anodized or painted finish, or painted or varnished wood.

3. Transom or Clerestory Windows and Sign Bands.

- a. The use of a clear glass transom or clerestory windows over doors, and a sign band that is distinguished by alternate building materials or design features are traditional decorative elements and should be retained or restored. These elements serve to “cap” the storefront and provide a transition between the storefront and upper stories.
- b. If possible, transom and sign bands should be aligned on adjacent buildings to maintain a clear line across the block face.



Figure 3.2. Transom windows above the storefront display windows.

- c. If interior ceilings have been dropped due to past renovations, the ceiling should be raised back to its original height to clear the transom window and maintain historical dimensions.

4. Awnings and Canopies.

- a. Awnings and canopies are acceptable additions to buildings, provided that they fit the storefront opening and the building's proportion and do not obscure or damage important architectural details.
- b. The top edge of the awning should align with the top of the transom or with the framing that separates the transom from the main display window.
- c. All awnings should be designed so that they are not an enclosed structure, but rather are open underneath.
- d. Canvas or other fabric awnings are preferred, although metal awnings may be appropriate if they are designed as an integral part of the building and do not appear as tacked-on additions. No canopy may be integrally-lighted.



Figure 3.3. An awning and a canopy that meet the design standards

5. Vertical Windows on Upper Stories.

- a. Upper story windows should retain their original openings, and should have a vertical orientation.
- b. If upper story windows have been bricked over or otherwise altered from their original status, they should be restored to their original design.
- c. Repair of existing windows is preferred, but if repair is not feasible replacement windows must match the existing windows as closely as possible.

6. Building Materials.

- a. Original materials should serve as the primary guide for what is acceptable to use in renovations or restorations.
- b. Original materials or features must not be concealed, and if they have been concealed by past renovations they should be restored.
- c. Generally, brick and masonry were the primary materials used in downtown Hudson, and should be so in the future.
- d. Supplemental materials should, to the greatest extent possible, be natural materials such as wood.

- e. Avoid the use of materials that are not visually compatible with the original façade such as shiny metals, plastic panels, vinyl windows, or vinyl doors.
- f. All glass must be non-reflective.

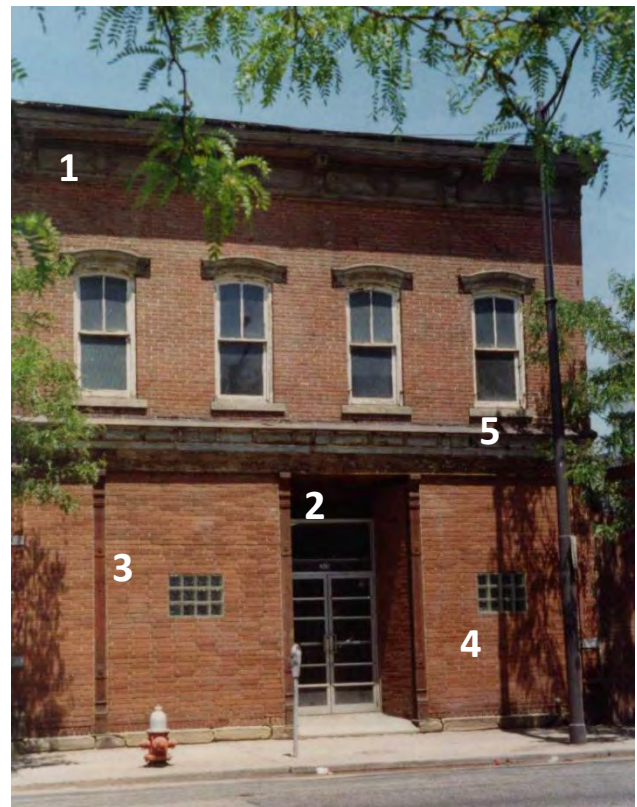
Do This:

1. Consistent quality maintenance of original building features
2. Upper story windows with vertical aspect and historically accurate maintenance
3. Use the sign band
4. Maintain transom windows
5. Recessed entry with historically consistent doors
6. Incorporate lots of glass into a transparent storefront



Don't Do This:

1. Poorly maintain or restore original building features and streetfront
2. Inaccurately proportion the building entrance and door with improper materials
3. Minimize transparency of the storefront with non-transparent glass block windows or similar
4. Hide the original storefront with a brick addition
5. Abandon the use of the sign band



Gateways and Historic Assets

There are two key gateways to downtown Hudson, as shown on the Future Land Use map. They are:

- 1) The intersection of US-127 and Main Street (The “West Gateway”)
- 2) The intersection of Maple Grove Avenue and Main Street, stretching westward to Bean Creek (The “East Gateway”)

These gateways are the first impression that visitors have of Downtown Hudson, and they should be enhanced to better contribute to the economic development of Downtown.

West Gateway

The intersection of US-127 and Main Street is a key gateway for the City. Signage identifying the City to travelers on US-127 is located to the southeast of the intersection, visible from the north, south, and west. For visitors, Main Street is the most frequently used entrance into the City from the west. Entering the downtown from the Main Street gateway means heading uphill to experience the classically styled residences, a beautiful church, and a traditional city post office. This route is a wonderful representation of the City that should be celebrated.

Supplementing the Main Street entrance from US-127 is Railroad Street, to the north. While secondary in size and prominence, Railroad Street is often used by residents as a quick means to downtown. The intersection has a prominent sign pointing travelers to Bob’s Market House and the other businesses in the complex to the east. The signage at this intersection is eye-catching, potentially enticing southbound US-127 travelers to enter the City via Railroad Street and visit the Market House.



East Gateway

Although the Main Street Bridge is geographically near the center of the City of Hudson, for visitors arriving from the east on M-34, the intersection with Maple Grove Avenue is where the view of Downtown opens up and one can get a sense of the City's historic corridor. Continuing west, the crest of the hill at Tiffin Street and then the Bean Creek Bridge lead a visitor to downtown. Gateway signage, in the form of substantial columns or more traditional signage, would initiate a sense of place, creating a lasting impression of downtown for residents and visitors alike.



Functionally, trail users will enter Downtown near the Bean Creek bridge. To the north of the bridge, the City should attempt to highlight the rail viaduct and its connection to the non-motorized trails that radiate from this node. To the south of the bridge, the City has the opportunity for a public plaza and water-view platform. Matching lighting, signage, and hardscape materials could be applied to both sides of the road.

Historic Rail Viaduct

The rail viaduct is an impressive piece of architecture that is mostly hidden by vegetation and an unremarkable building. Just a few feet north of Main Street, the viaduct is a reference point for residents of Hudson, but not many others. The City could incorporate the viaduct into the East Gateway, using materials, landscaping, and signage to draw the attention of passersby, particularly those on foot or bike.



The viaduct should incorporate a public space to act as an 'urban trailhead.' A map of the trail system, a drinking fountain, and a permanently installed bike repair toolkit could make this a heavily-used location. Every effort should be made to advertise that from the viaduct, a user of the trail system can access the entire City.

Additionally, the viaduct would make an excellent venue for events like a movie screening night. A drive-in style screen could be set up in the parking lot and the viaduct lit up in the background, creating a unique ambiance on a warm summer evening.

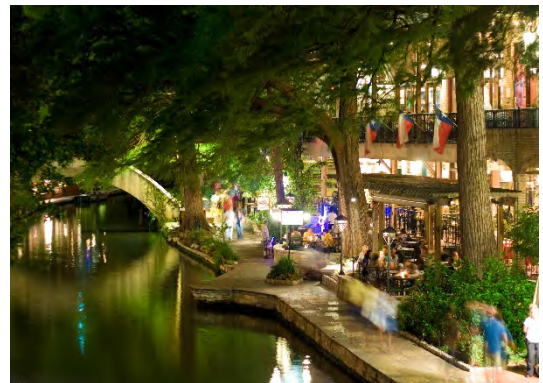


Bean Creek Frontage

The City has an opportunity to create a vibrant point of activity in the substantial vacant property on the south side of Main Street, on the west bank of Bean Creek. In concert with the East Gateway and viaduct improvements discussed above, the City could use creative zoning and planning techniques, such as a PUD district, to create a truly attractive and functional entry to and extension of the historic downtown.

A plaza to match the viaduct to the north would help conceptually reinforce the East Gateway and signify an entry into another interesting space. Vegetation along the west bank has been recently thinned and cleared in places, and this tidy appearance should be maintained moving forward to increase visibility of the creek-bed. A platform with seating could be installed so that pedestrians could stop and view the creek. A City and trail map could be included at this location, as well.

Continuing south along the creek, the City could consider working with the property owner to take advantage of the waterway as a key feature in development. Small-scale retail and residential buildings that peer out over the water have proven successful in communities large and small, and the City has an opportunity with Bean Creek. A pathway with outdoor seating would provide a place to passively enjoy the creek that is currently not accessible to most residents, and would tie in seamlessly with the trailways continuing in many directions from Main Street. Flexible zoning tools, such as a Planned Unit Development (PUD) ordinance could help the City and a developer create a mutually beneficial solution on this site.



Trails and Open Space

Trail System

The trail system that the City has been developing is nearly complete, providing users with miles of greenways along Bean Creek, through school-grounds and a subdivision, into the Industrial Park, down Will Carleton Road, and by the historic railroad viaduct. The trail's construction has improved access to recreational areas for residents. Trail signage should include a map, incorporating walk times for each segment to help guide unfamiliar users.



As mentioned above, the City should emphasize the trail's connection to downtown. Hudson will consider non-motorized improvements to the downtown streetscape to connect to the trail directly. This connection has the potential to increase patronage.

In coordination with nearby entities, any designated bike routes coming into Hudson from the east or west should lead to an entrance node, where riders can make the decision to continue on the Hudson trail system or to visit the retail stores available downtown. Connections to the Lake Hudson Recreational Area, southeast of the City, will likely follow Munson Highway south from Main Street.

Open Space and Parks

Hudson's park system is one of its gems. Thompson Park, Memorial Park, Will Carleton Park, and Webster Park all provide recreational amenities and gathering places for the community. These parks should be preserved and improved as necessary to continue to serve the public.

The school-owned recreational lands also serve the public and should continue to do so. The historic football stadium along US-127 should be maintained and updated to reflect its status as a center for community pride and the home of a championship squad.



The natural areas along Bean Creek should be preserved in their current state. Their natural beauty presents a unique opportunity for Hudson – a ribbon of green running through its core, providing scenery and recreation. The vacant land on the southeast side of the City should also be maintained. The neighborhoods surrounding it take some of their character from it and much of it is attractive and wooded.



New residential growth on the outskirts of the City should not be aggressively targeted. Rather, the natural open space should be viewed as a resource for Hudson. Therefore, residential growth should be directed toward vacant lots near the downtown where practical and industrial development should be directed to the industrial park on the east side of town. While this may not always be practical, extreme caution and extensive reviews should occur before considering new sprawling development.





4. COMMUNITY PROFILE

The People of Hudson

This section of the Master Plan analyzes demographic and housing trends. For purposes of analysis, where appropriate, comparisons have been made with neighboring communities, Lenawee County as a whole, and, in some cases, the State of Michigan at large.

Demographic analysis is a fundamental element of master planning. Planning for future growth and development requires some consideration of “how much” – how many people will need City services, how much housing is affordable, and how many new houses will be built.

The intent of a demographic analysis is to paint a general picture of the City. The analysis identifies those demographic characteristics in which the City is different from nearby communities, or from the rest of Lenawee County. A differential in demographic characteristics may indicate issues or areas in which land use planning and public policies beyond the typical scope of a master plan are warranted.

The two comparison communities are Adrian, the county seat of Lenawee County, and Hillsdale, a town about 15 miles northwest of Hudson in Hillsdale County. Both communities are larger than Hudson and are home to liberal arts colleges, but their geographic proximity to Hudson makes them effective points of comparison.

Data Sources

All data for 1990, 2000, and 2010 comes from the US Census Bureau's Decennial Census. Taken every ten years, the Census is considered the most reliable source of demographic and housing data. Many categories of information come from 100% head counts, while others are derived from sampling.

In the 2012 Master Plan, 2010 Decennial Census data was not available for Hudson. Thus, the data in the demographics section of that plan came from ESRI, a private demographic and business information company. That data was derived from several sources, including the Census Bureau's American Community Survey (ACS), the US Post Office, real estate analysis data, business data, and local sources. While this data has consistently been within 2% of Census headcounts, the US Census Bureau has released the more accurate 2010 Decennial Census information for Hudson. Thus, the 2010 data included in this plan reflects true 100% headcount information, and does not, in many cases, match the 2010 data found in the 2012 Master Plan.

The City also recognizes that this plan was updated several years after the 2010 Decennial Census. However, the US Census Bureau has released its 2014 ACS 5-year data, which uses statistical sampling over a 5-year period to describe the average characteristics of population and housing over the period of collection. Information for smaller geographic regions generally have a higher margin of error in statistical sampling, yet the ACS is considered very reliable and is a dataset that we believe can give the most accurate portrayal of the changing population in the City. For this reason, estimates from the 2014 dataset are also included in the plan for Hudson and surrounding communities.

Population

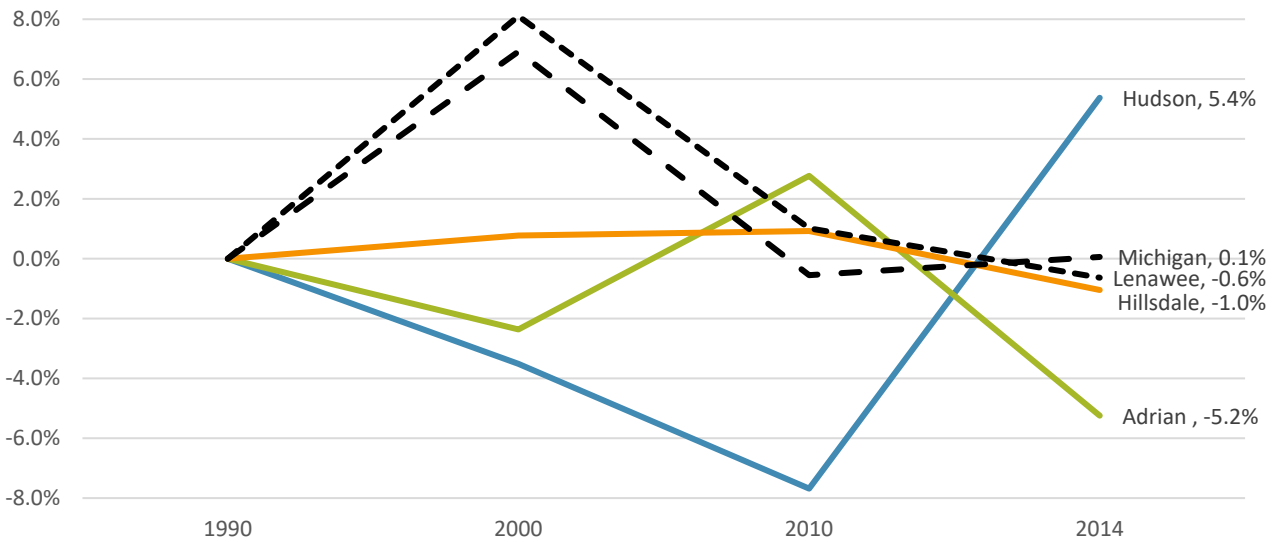
Population trends are an extremely important element of any demographic analysis because growing communities have different needs from established communities with stable or declining population. Table 4.1 shows the relative populations of Hudson and the comparison communities, while Figure 4.1 compares the population trend in Hudson against the comparison communities.

Table 4.1: Population

	Hudson	Adrian	Hillsdale	Lenawee County	Michigan
1990	2,590	22,097	8,170	91,476	9,295,297
2000	2,499	21,574	8,233	98,890	9,938,444
2010	2,307	22,171	8,309	99,892	9,883,640
2014	2,431	21,008	8,222	99,257	9,889,024

Source: US Census Bureau

Hudson had been slowly losing population until 2010, a point at which ACS estimates show that the City began to gain residents. Lenawee County as a whole gained population until 2010, spurred in part by growth in Adrian, but is estimated to have lost population in 2014 estimates. Of the surrounding communities, only Hudson is estimated to have increased in population between 2010 and 2014.

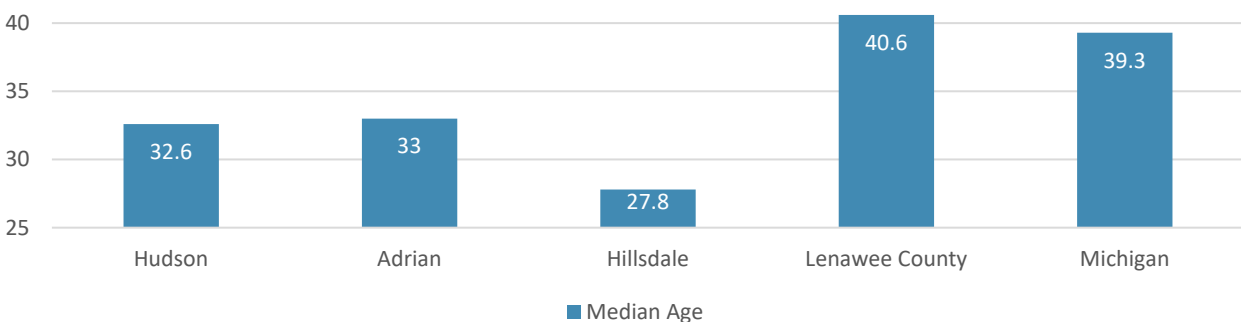
Figure 4.1: Rate of Population Change

Source: US Census Bureau

Age

The age of a community's population has very real implications for planning and development, whether it is an increased or decreased need for schools to serve the population under 18, or a need for housing alternatives for empty nesters and older residents.

Figure 4.2 shows the comparative median ages – the age half the population is above and half is below – of Hudson and the comparison communities. Hudson's median age is significantly lower than in Lenawee County and the State of Michigan as a whole. This indicates younger families and fewer retirees in Hudson than in the county and state as a whole. Adrian and Hillsdale have very low median ages because of their student populations.

Figure 4.2: Median Age, 2014

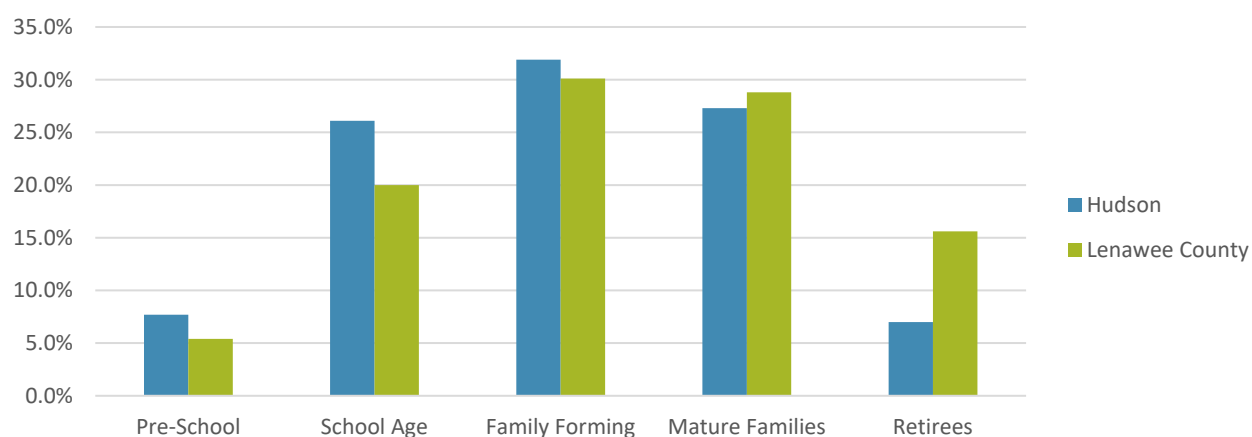
Source: US Census Bureau

Age structure, analyzing which proportions of a municipality's population are in which stages of life, gives a nuanced view of the makeup of a community. To compare age structure, the population is divided into following groupings:

- Under 5 (Pre School)
- 5 to 19 (School Aged)
- 20 to 44 (Family Forming)
- 45 to 64 (Mature families)
- Over 65 (Retirement)

Figure 4.3 compares the age structure of Hudson with that of Lenawee County overall. As the median age in Hudson is significantly lower than in the County, it is unsurprising that Hudson has more middle-aged families and school-aged children and fewer mature families and retirees.

Figure 4.3: Age Structure, 2014



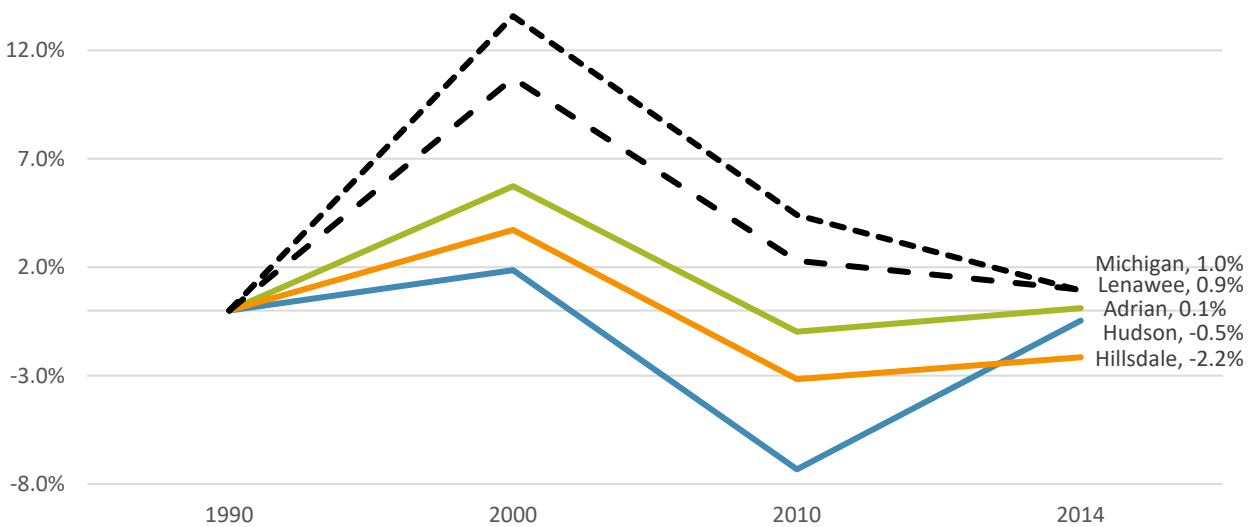
Source: US Census Bureau

Households

This section analyzes the composition and characteristics of households in Hudson. Households can be comprised of a family with members related by blood or marriage, a non-family household in which two or more members are not related, or a person living alone. Households are an important unit of analysis because changes in the number of households are an indication of changing demand for housing units, retail, and services.

Figure 4.4 shows the **Household Trends** in Hudson and the comparison communities over the past 20 years. Hudson saw an increase in the number of households during the 1990s, but the number of households dipped over the past ten years. The decline in number of households is estimated to have slowed in the past five years, losing only four households over that period of time.

Figure 4.4: Change in Number of Households



Source: US Census Bureau

Average Household Size is also an important indicator. Larger average household size generally means more children and less single-parent families. Nationally, household sizes are shrinking as young singles wait longer to get married and life expectancy increases for the senior population. Table 4.2 compares the change in average household size since 1990 across Hudson, the comparison communities, the County, and the State. Households in Hudson are generally larger than those for Adrian and Hillsdale, most likely due to the student populations in the latter two. The average household size in Hudson is estimated to have exceeded the household size in 1990 for the City, a relatively unheard of occurrence as national, statewide, and countywide trends are indicating smaller household sizes.

Table 4.2: Average Household Size

	Hudson	Adrian	Hillsdale	Lenawee County	Michigan
1990	2.73	2.61	2.42	2.77	2.66
2000	2.65	2.45	2.33	2.61	2.56
2010	2.63	2.37	2.35	2.52	2.49
2014	2.77	2.38	2.39	2.48	2.49

Source: US Census Bureau

Education

This section analyzes the level of **Educational Attainment** in Hudson for persons age 25 or older. Table 4.3 shows Hudson has a large portion of the population that has attained up to a high school diploma. Hudson's proportions describe a population with lower rates of college-level educational attainment than nearby communities, Lenawee County, and the State. Lagging slightly behind Hillsdale and Adrian is likely a result of the presence of a college in those municipalities. In predominantly rural counties such as Lenawee, the presence of an educational institution in the county's largest city can buoy the county's educational attainment levels, as well.

Table 4.3: Educational Attainment, 2014

	Hudson	Adrian	Hillsdale	Lenawee County	Michigan
Less than High School	10.7%	17.0%	10.9%	10.2%	10.7%
High School Graduate	41.6%	37.1%	36.7%	36.9%	30.2%
Some College	27.6%	19.1%	27.9%	24.7%	23.9%
Associate Degree	6.9%	5.8%	7.6%	8.6%	8.8%
Bachelor's Degree	8.2%	13.1%	9.3%	12.8%	16.1%
Advanced Degree	5.1%	8.0%	7.7%	6.9%	10.3%

Source: US Census Bureau

Income

As shown in Table 4.4, Hudson's **Median Household Income** is estimated to be on par with Lenawee County and Michigan as a whole, and is substantially higher than Adrian or Hillsdale's. This may be due to the number of college students in those two cities.

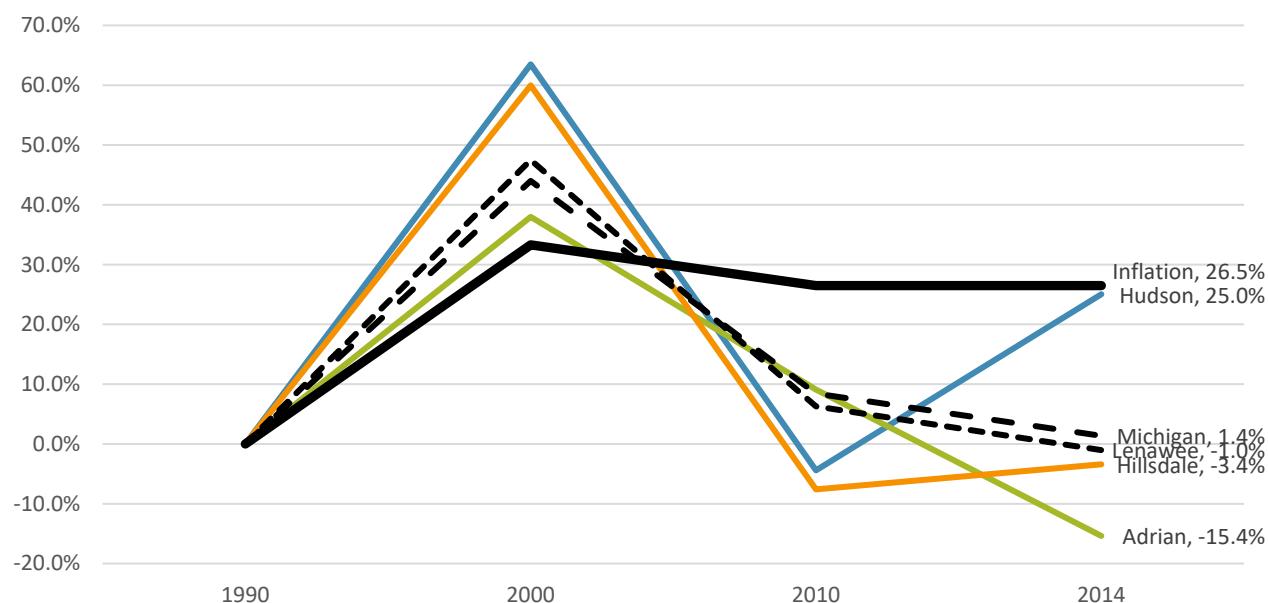
Table 4.4: Median Income

	Hudson	Adrian	Hillsdale	Lenawee County	Michigan
1990	\$25,152	\$24,788	\$21,688	\$31,012	\$31,020
2000	\$41,122	\$34,203	\$34,695	\$45,739	\$44,667
2010	\$39,308	\$37,316	\$32,061	\$48,618	\$48,432
2014	\$49,148	\$31,576	\$30,968	\$48,118	\$49,087

Source: US Census Bureau

Figure 4.5 shows the percentage change in median household income over the past 25 years. The thick black line indicates the rate of inflation. The rate of income increase in Hudson was well above the rate of inflation during the 1990s. Of the comparison communities, Hudson and Hillsdale fared the worst in the 2000's, when the change in median household income not only fell below the rate of inflation, but income levels actually decreased. Contrary to the comparison communities, it appears that the City has made a strong comeback since 2010, with median household levels increasing at a rate nearly matching the inflation rate. The State of Michigan, Lenawee County, and Hillsdale and Adrian have not fared as well recently.

Figure 4.5: Change in Median Income



Source: US Census Bureau

Occupation

This section shows **Employment** of Hudson residents. This is not an analysis of what kind of employment is offered or what business are located within the City, but rather what occupation members of the community are employed in, regardless of where they work. Thus, commuters from Hudson to other areas are counted in this analysis, but not commuters into Hudson from other areas. Table 4.5 indicates that residents of the City work largely in the same occupations, at the same proportions, as residents of the county as a whole.

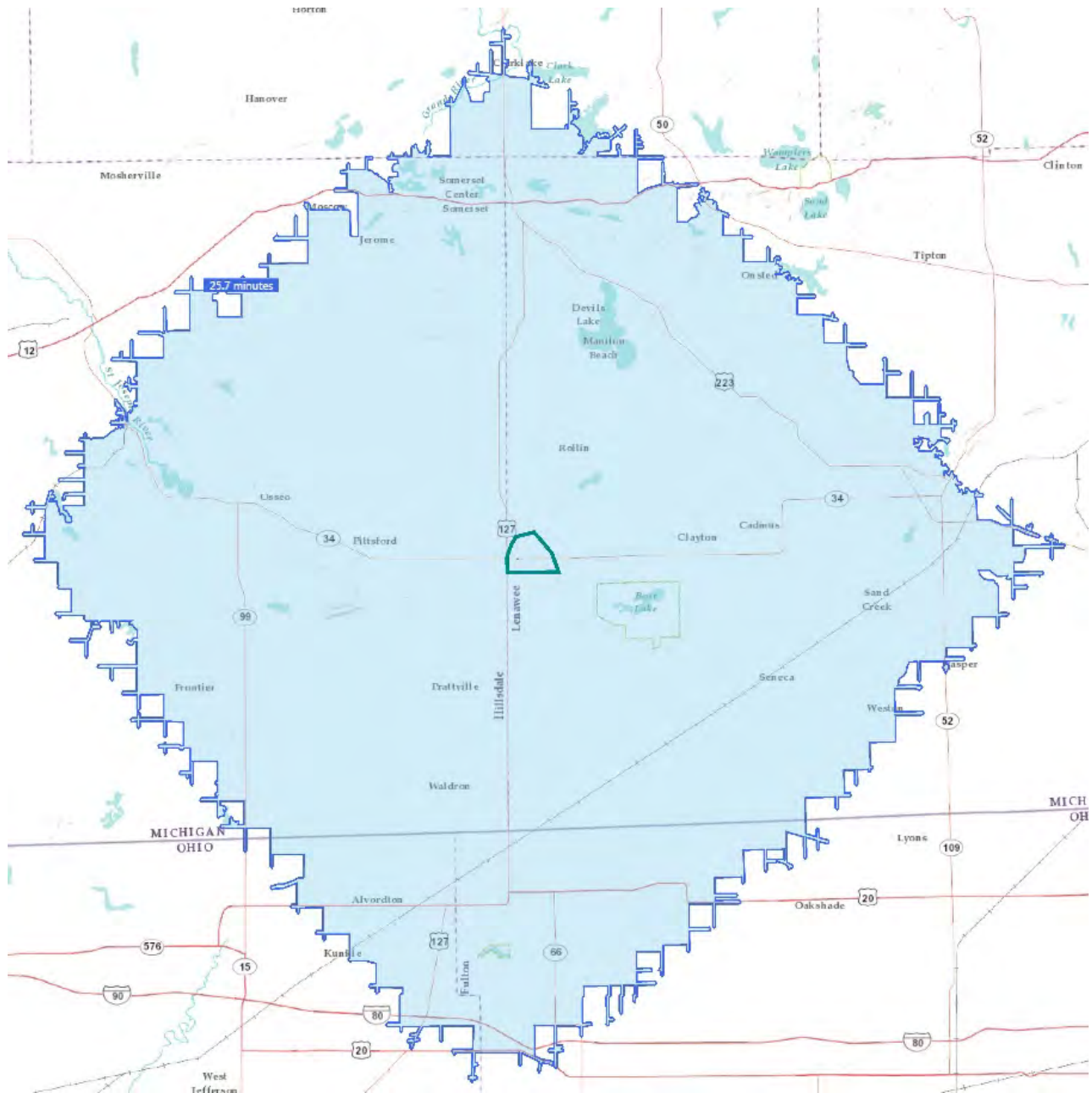
Table 4.5: Occupational Sectors, 2014

	Hudson		Lenawee County	
	Number	Percentage	Number	Percentage
Management	263	26.3%	11313	28.8%
Service	173	17.3%	7442	20.4%
Sales and Office	236	23.6%	10152	23.9%
Natural Resources, construction, and maintenance	89	8.9%	3828	9.1%
Production and Transportation	239	23.9%	10281	17.8%
Total	1000		43016	

Source: US Census Bureau

Drive Time

The ACS estimates that in 2014, the average time of travel to work was 25.7 minutes for Hudson workers. A resident of Hudson could reach Hillsdale, Adrian, Addison, Morenci by car within that time within Michigan, and could reach I-80 in Ohio as well.



Housing

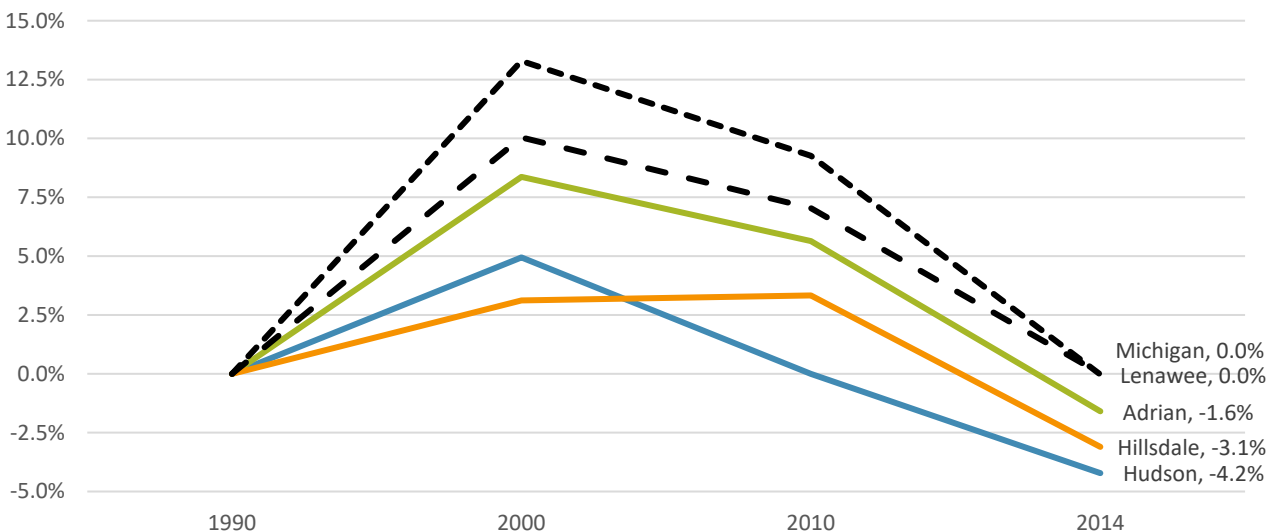
This section analyzes Hudson’s housing stock and development trends. An understanding of the local market is important in the master planning process because demand for housing will influence the future land use plan.

The intent of this section is to provide an understanding of the physical and social characteristics and value of the housing supply in Hudson – how many units are vacant, how many are owned by renters vs. owners, and how much homes are worth.

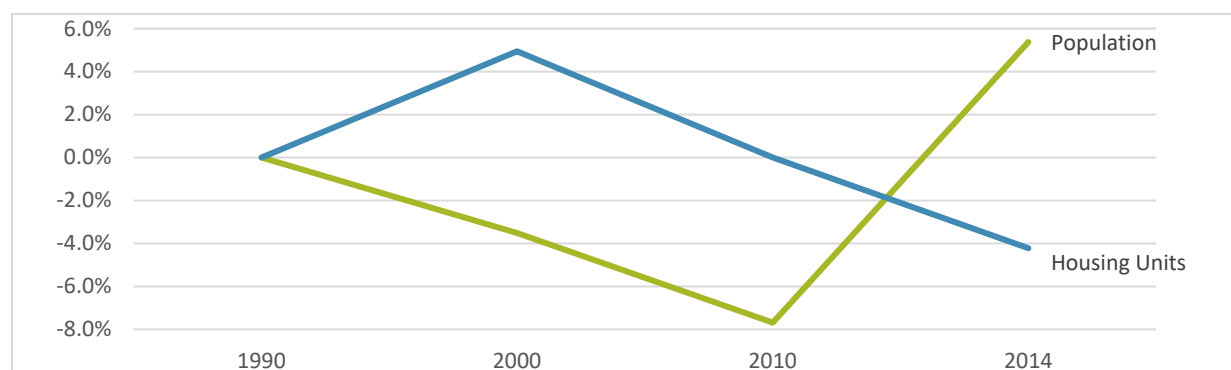
Housing Units

The first measure of **Housing Units** is how many there are and how fast the supply is growing. According to ACS estimates, there are 976 housing units available in the City of Hudson, the lowest number since 1990. As Figure 4.6 shows, Hudson’s rate of housing stock growth, along with Hillsdale’s and Adrian’s, is declining, and at a faster rate. Lenawee County and the State are also experiencing slowed rates of growth, stagnating between 2010 and 2014. If the evidence pointing to a decreasing number of available housing units is accurate, the City needs to address the needs of its growing population by providing adequate numbers of housing units.

Figure 4.6: Change in Number of Housing Units



Source: US Census Bureau

Figure 4.7: Change in Population vs. Change in Housing

Source: US Census Bureau

Housing Type

This section analyzes the **Types of Housing** present in Hudson and their proportions, as compared to the proportions in Lenawee County as a whole. As Table 4.6 shows, Hudson has a larger proportion of multi-family housing than the County as a whole. Two-family structures, or duplexes, make up 5.2% of the total housing stock, and another 15% of the housing stock is available in buildings of three or more units.

Table 4.6: Housing Type, 2014

	Hudson		Lenawee County	
	Number	Percentage	Number	Percentage
Single Family Detached	779	79.8%	34200	78.9%
Single Family Attached	0	0.0%	912	2.1%
Two-Family	51	5.2%	1183	2.7%
Multiple Family	146	15.0%	4220	9.7%
Mobile Home	0	0.0%	2924	6.7%
Other	0	0.0%	0	0.0%
Total	976		43439	

Source: US Census Bureau

Housing Tenure

Housing Tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. Table 4.7 shows that although both Hudson and Lenawee County have a majority of owner occupied properties, the County has a much higher proportion of owner-occupied housing. Hudson has nearly 32% of the population living in rented properties, according to 2014 estimates. Both the City and the County have very high vacancy rates. High proportions of vacant properties lead to depressed

demand for new units and can lower home values. The rising population, should it continue, may help the vacancy rate in the City to decrease in the coming years.

Table 4.7: Housing Tenure, 2014

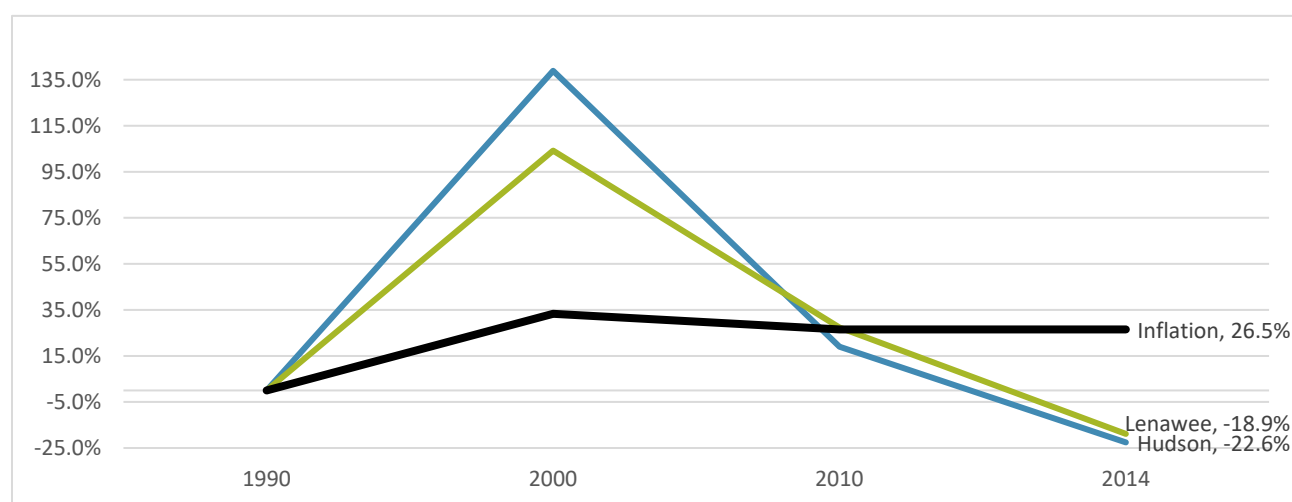
	Hudson		Lenawee County	
	Number	Percentage	Number	Percentage
Owner	546	55.9%	29241	67.3%
Renter	311	31.9%	8618	19.8%
Vacant	119	12.2%	5580	12.8%
Total Units	976		43439	

Source: US Census Bureau

Median Home Value

The value of the homes in Hudson is a key measure because housing prices are indicative of quality of life and the health of the economy. According to ACS estimates, the median home value in Hudson in 2014 was \$72,400, down significantly from 2010 following County-wide trends. Inflation has remained steady since 2010 and the end result is that homeowners in Hudson are not currently gaining real equity in their property. As shown in Figure 4.8, after a period of robust growth, the real change in housing value in both Hudson and Lenawee County as a whole has been negative over the 1990-2014 period.

Figure 4.8: Change in Median Home Value



Source: US Census Bureau

Existing Land Use

The existing land use analysis describes what land uses exist on the ground in the City at this moment in time. The first step in conducting an existing land use survey is to define land use categories to fit the City's unique conditions. Traditional distinctions like "residential" and "commercial" are broken down into smaller categories to more fully describe the situation on the ground.

The next step is to complete a field survey, which was done in September of 2010, and the map on page 63 was created based on that survey.

For purposes of this analysis, vacant buildings are classified by their most recent use or the uses of their immediate neighbors.

Existing Land Use Designations

Historic In-Town Residential

This residential category consists of generally (although not exclusively) older homes on small lots. Most garages are in the rear, accessed from alleys or long driveways. Setbacks on both the front and the side are small, and many of the homes have porches. The streets in this district are laid out in a traditional grid pattern, and are usually relatively wide, with curbs, sidewalks, and gutters.

Most Historic In-Town Residential in Hudson can be found immediately south and southwest of downtown, generally in the square created by Main, Washington, Grove, and Market. This is the oldest section of the City. It showcases the community's history and culture, and includes some Victorian architectural gems.

Large Lot Residential

This residential category is the most common land use in the city. In these areas, the size and age of homes are varied, but the common theme is bigger lots, larger setbacks, and no alleys. Many areas have vacant lots distributed through blocks, giving the appearance of even larger yards. Large trees dominate the landscape. The streets are rarely curvilinear, but the strict grid system breaks down, with cul-de-sacs, jogs, and green space dividing neighborhoods from each other.

Much of the road infrastructure in these areas is not as robust as In-Town Residential. Streets are narrow, and frequently lack curbs or sidewalks. There is also more evidence of needed maintenance.

Large Lot Residential districts can mainly be found on the north, northeast and east sides of the city, with a small area in the southwest also fitting this classification. While it is in a new residential area that has suburban tract development characteristics that make it in some ways unique in the city, the "Sunrise Meadows" subdivision on the northeast edge of town also fits most of the characteristics of a Single Family "B" district.

Multiple Family

The least common residential category in the City, Multiple Family housing is the densest of Hudson's housing options. There are no large districts of multi-family housing, but rather a few complexes and one large building – The Coleman Foundation's Unit A group housing.

The complexes are Woodruff Estates, at the north end of Tiffin Street, Hudson II, nearby at the corner of Valley and Jefferson Streets, West End Apartments on West Street, and a few buildings along Buchanan Street between Jefferson and Maple Grove Avenue.

Downtown Commercial

This commercial category is typified by the traditional layout of a downtown commercial district. Buildings are built right up to the sidewalk, with several storefronts per building and parking in the rear. Most, but not all, of the buildings in this district pre-date World War II. The majority are multiple stories, with some having as many as three floors.

Hudson's Downtown Commercial district stretches along Main Street, generally between Howard and Market Streets. It also extends to the north and south along a few side streets, including Church Street, Market Street, and Fayette Street.

Highway Commercial

Outside of the downtown area, Hudson's highway commercial land uses take a different form. Generally set back from the street and surrounded by parking, these businesses cater to and rely upon customers arriving by car.

The largest example of Highway Commercial is directly adjacent to the downtown area – the retail development at Main and Lane Streets anchored by the Market House and the Do-It Best Hardware store. Set back from the road by its parking lot and featuring large-format stores, the mall is geographically part of the Main Street retail corridor, but separate in character.

Further examples of Highway Commercial can be found around the City, including along Main Street east of downtown near Bean Creek, and also at the intersection of Main and Maple Grove. US-127 also has large-format retail sites.

Industrial

The industrial classification covers Hudson's manufacturing and distribution uses. Mainly these are congregated on the eastern edge of the City, along Main Street/M-34 and Munson Highway in the Hudson City Industrial Park. There is also a small amount of land used for industrial activities along US-127.

Near the center of the City, along Bean Creek, are several industrial sites south of Main Street. The largest of these, the former Metalloy Foundry has been razed and redevelopment efforts have been initiated.

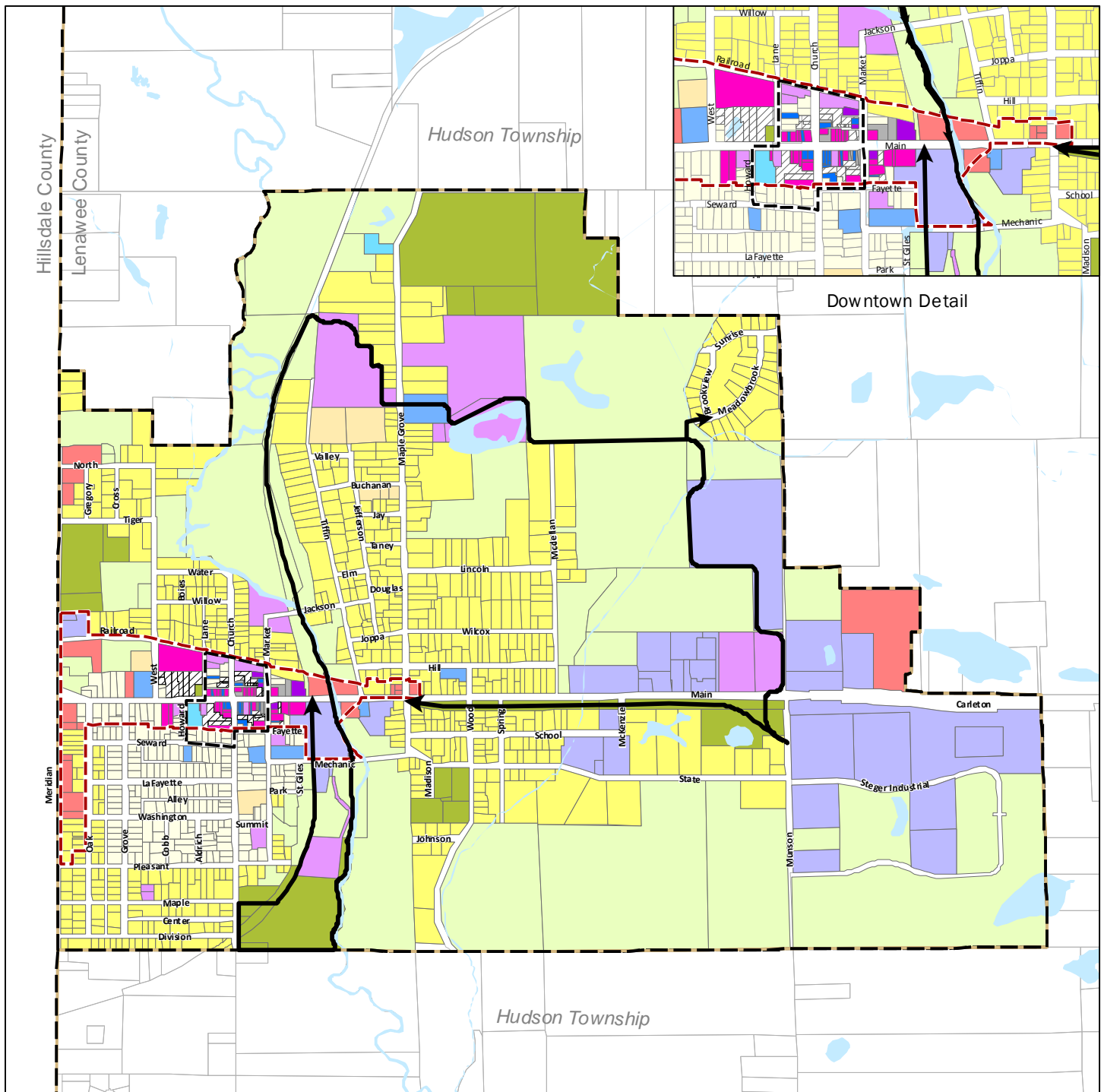
Medical

Hudson does not have a full-service hospital, but it does have the Promedica Hudson Health Center, which is located near the center of town at Main and Howard Streets. In addition, there are several dental, physical therapy, optical, and chiropractic practices within the City.

Civic

Civic uses include city services, schools, libraries, and other buildings and spaces with a public function. In Hudson, most major civic institutions are located downtown, including the City Museum, the Community Center, and the Post Office along Main Street, the Library on Market Street, and the Police and Fire Departments along Railroad Street.

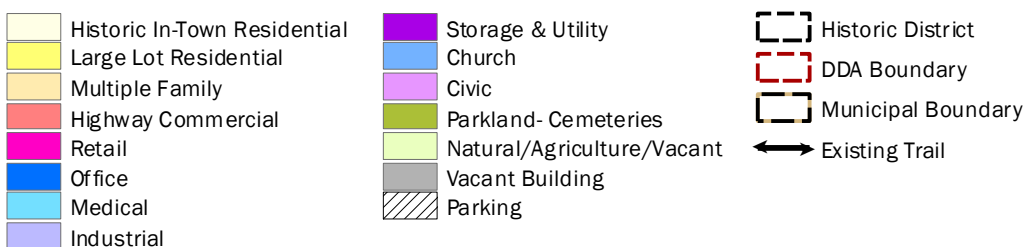
Other Civic uses are found throughout the city, including the Thompson House Museum at Market and Summit Streets, the Department of Public Works facility at the Market/Jackson bend, the Wastewater Treatment Plant along Bean Creek near Mechanic Street, and the school facilities along Maple Grove Avenue and the school-operated Southern Michigan Center for Science and Industry adjacent to the industrial park.



Existing Land Use

City of Hudson, Michigan

Existing Land Use



December 16, 2016

0 500 1,000
FEET



Source: Lenawee County GIS, 2010
Data Source: McKenna Associates, 9/10

Churches

Hudson has active organizations of several different religious denominations. The largest church building in the City is Sacred Heart Catholic, whose spires at Market and Mechanic Streets can be seen for several blocks around. Sacred Heart also operates a school across the street. Other prominent church buildings include the First Congregational Church, facing north from Seward Street along the Howard Street toward downtown and the First United Methodist Church, a landmark along the Main Street corridor at West Street.

Other churches include First Baptist Church, on Main Street near Tiffin Street, Thornhill Baptist Church along US-127, Hudson Wesleyan Church, at Hill and Wood Streets, and Our Saviour Lutheran Church on Maple Grove Avenue near Hudson High School.

Parkland/Cemeteries

Hudson has several park areas throughout the City, including Thompson Memorial Park on the south edge of town, Will Carleton Park on the north side of town, and Webster Park on the City's east side. In addition, there is recreational land near the schools along Maple Grove Avenue, and Hudson High School's historic Thompson Stadium along Tiger Drive near US-127. More information about the parks can be found in Part C of this chapter.

The only cemetery within the City limits is the large and historic Maple Grove, located adjacent to Will Carleton Park on the north edge of town. However, a second cemetery, Calvary, is located just outside the city limits across US-127.

Nature/Agriculture/Vacant

The undeveloped land around Hudson but still within the city limits is classified as Nature/Agriculture/Vacant. The largest undeveloped swaths of land are on the southeast and northeast sides of town, with an additional area of natural space running through town along Bean Creek, only broken up near downtown. More information about these areas can be found in Part C of this chapter.

Land Use Summary

Table 4.8. Existing Land Use Summary

Land Use Category	Parcels	Acres	Percent of Total Land Area
Residential Land Uses			
Single Family "A"	205	47.7	3.8%
Single Family "B"	664	325.8	25.7%
Multiple Family	7	10.6	0.8%
Non-Residential Land Uses			
Downtown Commercial	62	6.4	0.5%
Highway Commercial	33	16.8	1.3%
Industrial	32	130.5	10.3%
Medical	4	8.3	0.7%
Public and Semi-Public Land Uses			
Civic	14	53.3	4.2%
Church	7	9.4	0.7%
Parkland/Cemeteries	9	90.8	7.2%
Nature/Agriculture/Vacant	45	564.6	44.5%

Downtown

Land Use

The designations used in the Downtown Land Use Map on page 69 are slightly different than those used on the larger Land Use Map. This allows us to acknowledge the more complex nature of existing conditions in downtown Hudson.

Generally, buildings are classified by the use of the storefront rather than the upper floors, the use of which is sometimes difficult to determine. Upper-floor vacancy, which is common, complicates this problem. However, storefront uses contribute more of the character of the downtown and thus classifying based on ground floor uses is an appropriate approach.

The residential, industrial, medical, civic, church, park, and natural/agricultural/vacant designations remain the same. However, the commercial land uses are divided differently, as follows.

Retail

Retail uses are those actively engaged in the distribution of a product or service. Retail is the largest land use in the downtown commercial district, starting on the west near Howard Street with the Market House and other businesses in the mall, and continuing east on both sides of Main Street past Market Street. Retail uses can also be found along side streets such as Church, Market, and Fayette.

Office

Office uses include professional and medical spaces such as attorneys, tax preparers, and newspapers, all of which can be found in downtown Hudson. For the most part, office uses are nestled between retail uses, although there is a cluster of office uses along the south side of Main Street near Church Street. The Post-Gazette newspaper and Bi-County Herald advertiser have offices off of Main Street, on the corner of Market Street and Church Street.

Vacant Building

Vacant buildings are those with no active use in the storefront. While the majority of buildings in downtown Hudson have an occupied first floor, empty storefronts do exist. The largest stretch of vacancy is at the northeast corner of Main and Church Streets, where a former Bank building sits empty. This size of the building creates a long gap in retail establishments, and its prime corner location impacts the entire block.

Other clusters of vacancy can be found along the side streets, especially Market Street north of Main. Also, along Main Street at the eastern edge of downtown there is a string of vacant buildings on the north side of the street.

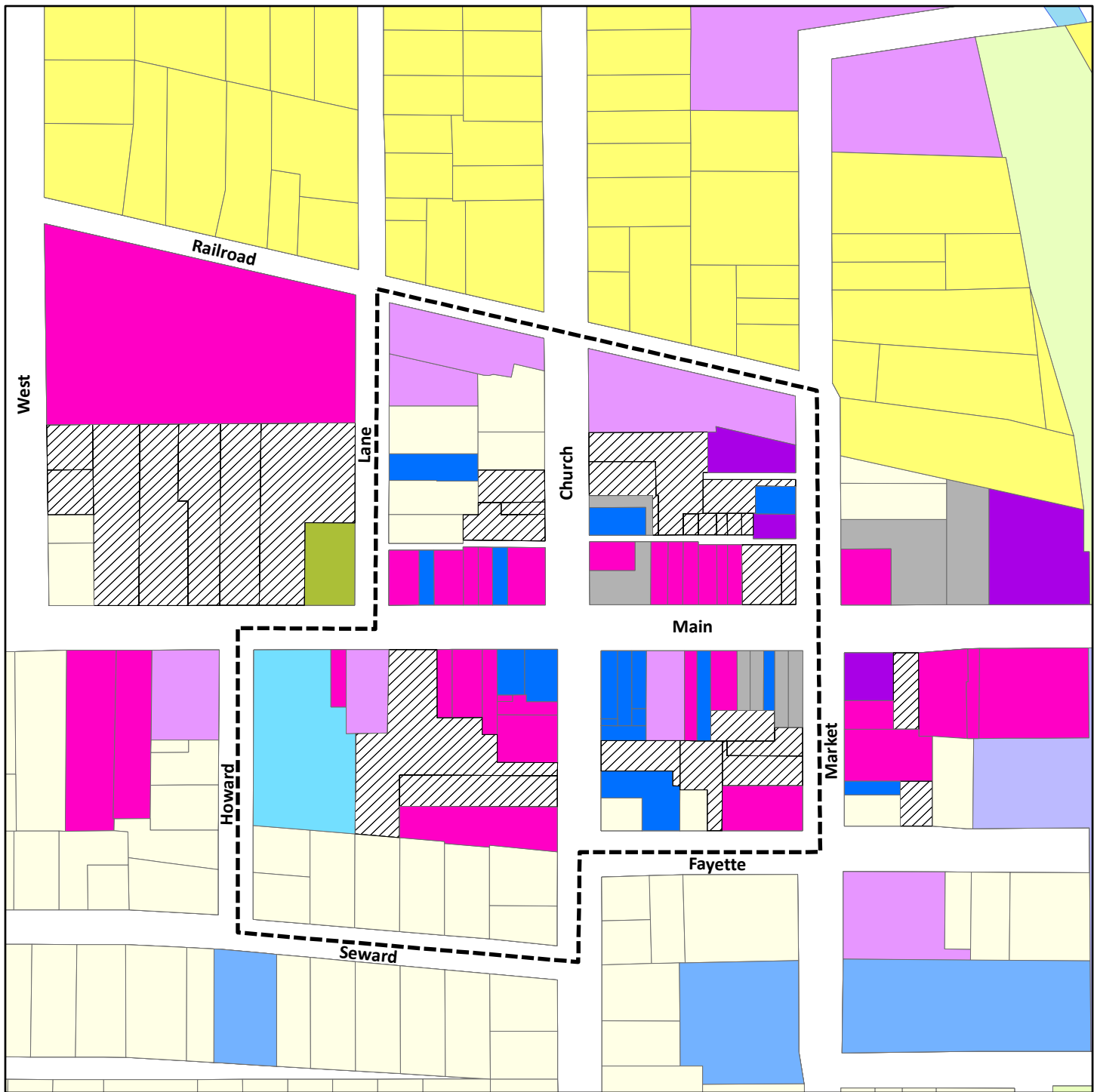
Vacant Lot

Vacant Lots are parcels where a building once stood, but was torn down and not replaced with any use. Vacant lots are not widespread in downtown Hudson. The largest one is on the northeast corner of Main and Market Streets, where several buildings were destroyed by a fire.

Parking

Starting west of Howard Street and continuing east of Market Street, there is on-street parking available for Main Street storefronts. This is a significant advantage for users and businesses alike, as patrons are not required to traverse substantial parking lots and business owners have high visibility and are easily accessible while not having to maintain expensive infrastructure.

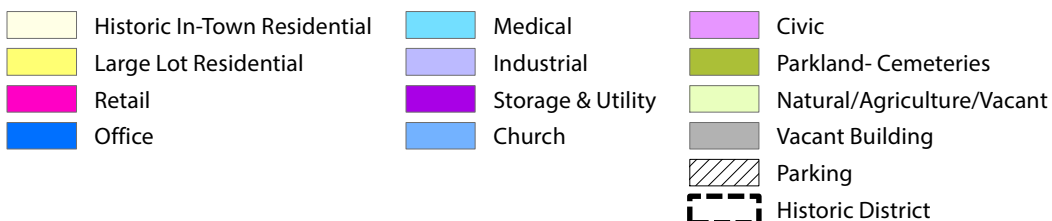
As a supplement to on-street parking downtown, there are mid-block parking areas behind the Main Street buildings that is accessed by side streets. Businesses that do not have on-street parking, such as the Market House and United Bank and Trust, have larger suburban-scale parking lots.



Downtown Land Use

City of Hudson, Michigan

Existing Land Use



October 5, 2016

0 100 200
FEET



Source: Lenawee County GIS, 2010
Data Source: McKenna Associates, 9/10

Façade Condition

This section analyzes the stewardship of the historic facades in downtown Hudson. Each façade has been rated on a scale of 1 to 3, with “1” indicating good stewardship and “3” indicating poorer.

A façade improvement program is already underway through the DDA. It has made some progress, although the appearance of some of the completed buildings suggest the requirements may not be stringent enough.

A **grade of “1”** is given to buildings that have kept their historic elements and are also in good condition. These facades retain the original design of the structure, and, through proper maintenance and diligent care, do not show many of the signs of aging. Well-kept facades like these are easy to find in downtown Hudson, but they are scattered amongst less well-kept structures.



Example of a Grade "1" Façade

A **grade of “2”** is given to buildings that either have been well maintained but have lost some of their historic charm through renovations or changes, or buildings that have their historic bones but are showing some of the effects of deferred maintenance. Over the years, many of the storefronts in downtown Hudson have been given new fronts, either to fit a new business or to “update” older buildings to suit changing tastes or the trends of the time. While some of these additions are well-maintained and attractive, their lack of historic accuracy bumps the grade to a 2. By the same token, buildings that have kept historic accuracy, but at the expense of peeling paint, cracks, and other signs of ill-repair, fall into this category as well.

The old First Federal Bank building, which was renovated to its present look in the 1980s, continues an exterior and interior renovation begun in 2012.



Example of a Grade "2" Façade

A **grade of “3”** is given to buildings that show substantial disrepair, such as broken or boarded up windows, obvious signs of damage, or blatant disregard for historic architectural elements. In many cases, but not all, these buildings do not have storefront tenants.

The accompanying photo identifies buildings that, while nicely painted, use boards to cover the historic façade of the street level, including original glass storefronts and transoms. The featureless facades detract from the streetscape and do not generate pedestrian interest.

Buildings such as these are some of the most important assets to the community, and good stewardship is critical. With this Master Plan, the City is outlining a way to preserve and enhance its downtown buildings.



Example of a Grade "3" Facade



July 14, 2016

Downtown Facade Condition

City of Hudson, Michigan

Facade Condition

- Grade 1:
Effective Stewardship/
Historical Accuracy
- Grade 2:
Some Lapses in Stewardship and/
or Some Historical Inaccur
- Grade 3:
Poor Stewardship/
Disregard for Historical Elements

0 100 200
FEET



Source: Lenawee County GIS, 2010
Data Source: McKenna Associates, 9/10

Marketing and Access

Downtown Hudson is located along M-34, and in close proximity to US-127, which makes it easily accessible to residents of the surrounding region and pass-through traffic along those two highways. Furthermore, parking is plentiful and easy to access, both on-street along Main Street, and in lots behind the businesses.

Because of these factors, downtown Hudson has the potential to be a thriving retail center for the surrounding community, and to some extent it is when the Market House and the other retail establishments in the mall area are included. The traditional downtown core has in the past experienced vacancy and pass-through traffic.

The City is actively working to market downtown Hudson to passing travelers from US-127. In 2015, a large gateway sign was installed at the Main Street intersection that welcomes residents and visitors alike to the City. A wayfinding signage system was completed in 2011 which serves to supplement the larger entrance signage. Businesses supplement the City's wayfinding signage by using advertising signs. For example, Market House has a large sign at the corner of US-127 and Railroad Street to direct traffic to the store. Working in tandem, the City's signage and commercial signage serve to attract visitors to the downtown.

Similar improvements have been discussed for the potential gateway at Maple Grove Avenue or Tiffin Street. This area provides a long, panoramic view of the downtown, including the large signage for Market House on the other end of downtown. It is important for the City to present the downtown as a cohesive collective of businesses that can serve as a destination.

Historic District

Most of Downtown Hudson is included in the Hudson Downtown Historic District, which has been on the National Register of Historic Places since 1974. The boundaries of the district are shown on the downtown land use map on Page 69. This status opens up funding sources and tax credit programs for both the City and downtown property owners. The historic nature of the area is a valuable asset that must be protected.

Downtown Development Authority

The Hudson Downtown Development Authority (DDA), established in 2004 is responsible for maintaining and improving Hudson's downtown. The DDA's boundaries, which are shown on the map on page 17, include the majority of commercial property in the City, extending along Main Street from US-127 to Maple Grove Avenue, and also including the east side of US-127 from Railroad Street to Pleasant Street.

The DDA is tasked with improving Hudson's downtown by encouraging the investment of public and private funds in the district, improving parking areas and pedestrian access, installing streetscape improvements, enhancing signage, recruiting new businesses, and establishing financing programs to assist property owners with exterior renovations. The DDA's façade improvement program has already issued grants to several property owners, with further opportunities available.

Natural Features and Recreation

Topography

Hudson has some significant topographic features, with a 70-foot difference between the highest points in town and the lowest points. Bean Creek runs through a valley that averages 20-25 feet lower than the surrounding areas. The lowest point in the City is along the creek near the southern city limits, at approximately 890 feet above sea level.

The highest point in town, at 960 feet above sea level is within the City of Hudson Industrial Park, near the intersection of Main Street and Munson Highway. However, other parts of the city reach nearly as high. The southwestern corner of the city is on a hill that reaches 950 feet above sea level, resulting in steep drops down Maple, Center, and Division Streets going east toward Bean Creek. On the north side of town, Hudson High School sits on a bluff 940 feet above sea level.

The quickest drop in elevation is near Webster Park, where a steep cliff separates the park, at 930 feet of elevation, from fields abutting Bean Creek, which sit 30-40 feet below.

These features add an element of natural beauty to Hudson, and their value should not be discounted. In a state that is largely flat, topographic features such as Hudson's are an important feature that differentiates the City from others.

Bean Creek and Other Waterways

Bean Creek, the largest waterway in Hudson, separates the east side of the city from the west side. For much of its course through the city Bean Creek has natural surroundings, and it has not been channelized at any point. The creek is spanned by three bridges – at Jackson Street, Main Street, and Mechanic Street.

Bean Creek is a tributary of the Tiffin River, which flows south into Ohio to join up with the Maumee, which drains into Lake Erie at Toledo. Upstream of Hudson, Bean Creek is joined by several other waterways, which flow from Posey Lake, Horseshoe Lake, and other points south of Jackson.

Other than a short trail between the Main and Jackson Street bridges, the natural beauty of Bean Creek has not been leveraged for recreational or aesthetic purposes. In the center of town, it is hidden behind commercial and industrial uses, and in other areas development turns its back on it. Partially this is due to the steep drop into the creek bed area, especially near Webster Park.



Proper planning to take advantage of the topography should be considered.

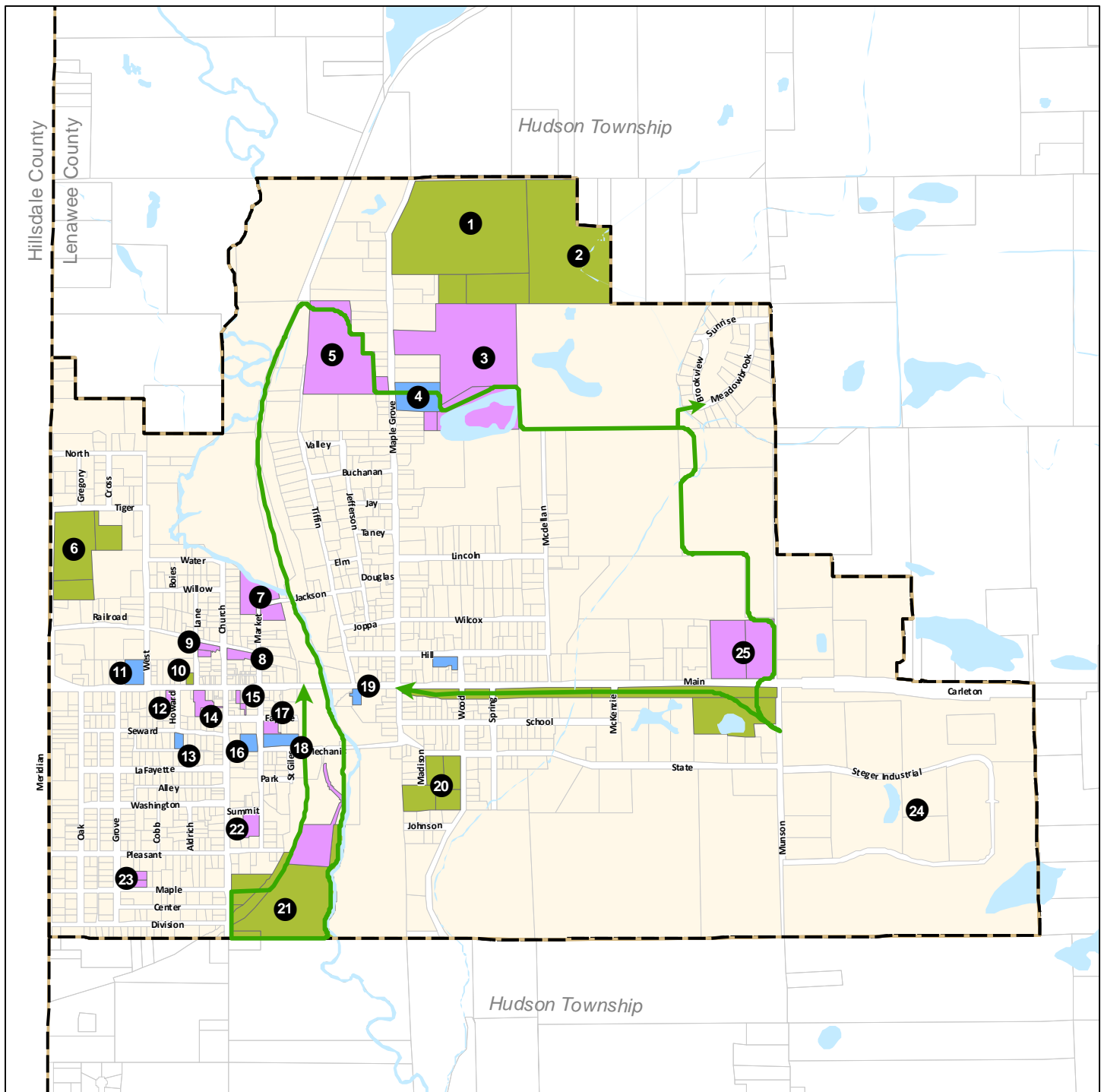
Other, smaller creeks also run through Hudson, especially on the east side of town. The City also has several wetlands, prevalent near the high school on the northeast side of the city.

Parks

Hudson currently has three major parks – Thompson Park and Memorial Park along Church Street at the southern edge of the City, Webster Park at the corner of Madison and State streets on the east side, and Will Carleton Park in the northeast corner of the city. All three are well-maintained and offer playground equipment, ball fields, and picnic areas.

The Hudson Area School District has recreational land surrounding Lincoln Elementary and Hudson Area High School along Maple Grove Avenue. It also operates the historic football stadium at Tiger Drive and US-127.





December 16, 2016

Community Facilities

City of Hudson, Michigan



Source: Lenawee County GIS, 2010
Data Source: McKenna Associates, 9/10

Legend

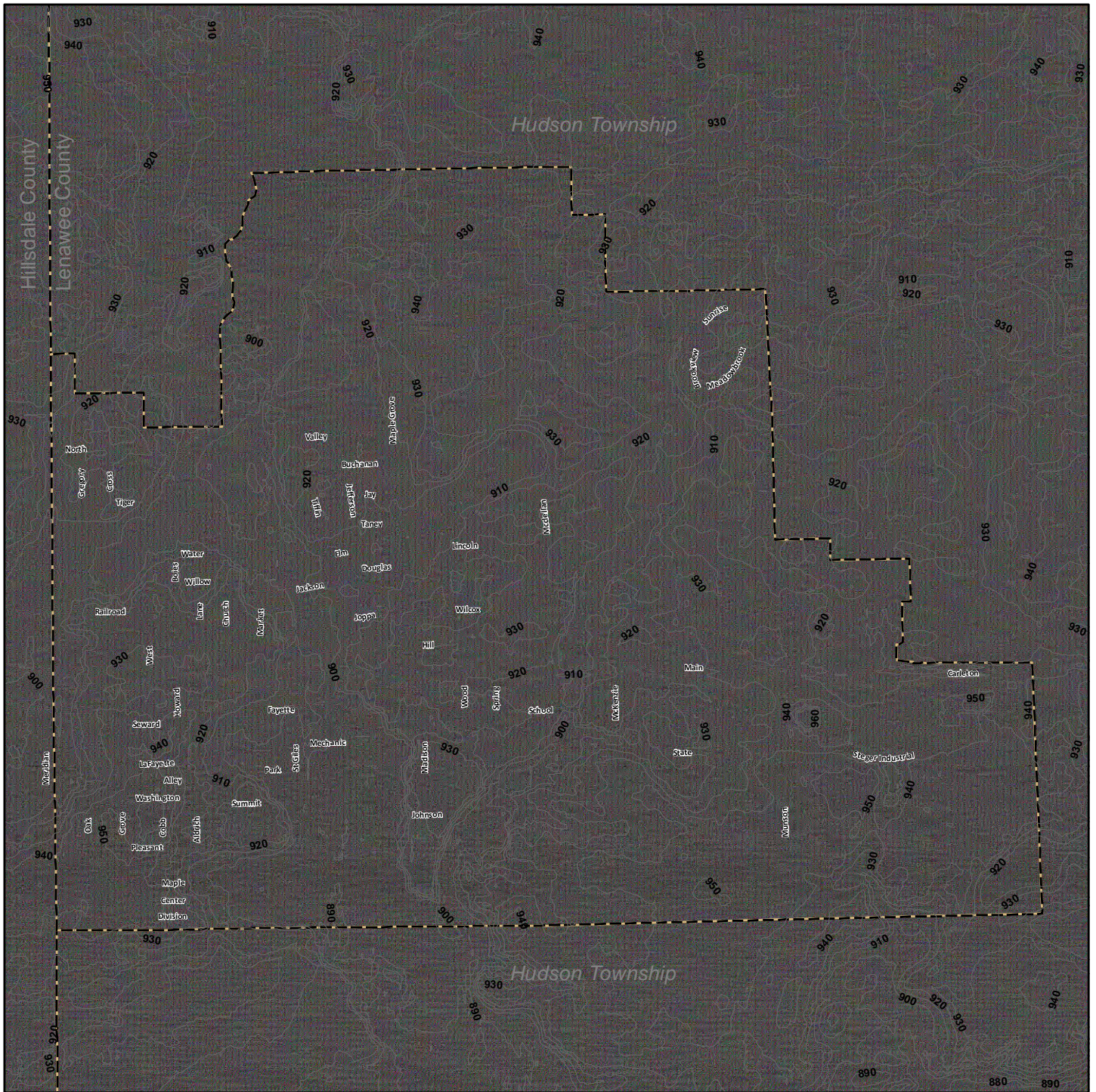
- Church
- Civic
- Parkland- Cemeteries
- Municipal Boundary
- Existing Trail

1 Community Facilities

1. Maple Cover Cemetery
2. Will Carlton Park
3. Hudson Middle/High School
4. Our Saviour Lutheran Church
5. Lincoln Elementary School
6. Thompson Field
7. Department of Public Work
8. Fire Department

9. Police Department
10. Parkland- Cemeteries
11. Methodist Church
12. Post Office
13. Congregational Church
14. Community Center
15. Museum
16. Catholic School
17. Library

18. Roman Catholic Church
19. First Baptist Church
20. Webster's Park
21. Thompson Memorial Park
22. William G Thompson House Museum & Gardens
23. Nature Conservancy
24. Hudson Water Tower
25. Southern MI Center for Science and Industry



December 7, 2016

0 500 1,000
FEET

Topography Map

City of Hudson, Michigan

Source: Lenawee County GIS, 2010

Natural/Agricultural/Vacant Land

Undeveloped land is plentiful within the City of Hudson. The east and west sides of the city are largely separated by vacant land along the sides of Bean Creek. This land also happens to be at lower elevation than much of the city. The majority of this land is open fields, although few are used for agriculture. There are also some crops of trees and small wooded areas, especially near to the creek itself.

On the northeast edge of town, east of Hudson Area High School, is a large swath of open land. Mostly fields and with some agricultural uses, it also has areas of wetland. This open land serves as a barrier between the residential areas on the east side of town and the industrial uses near Main Street and Munson Highway.

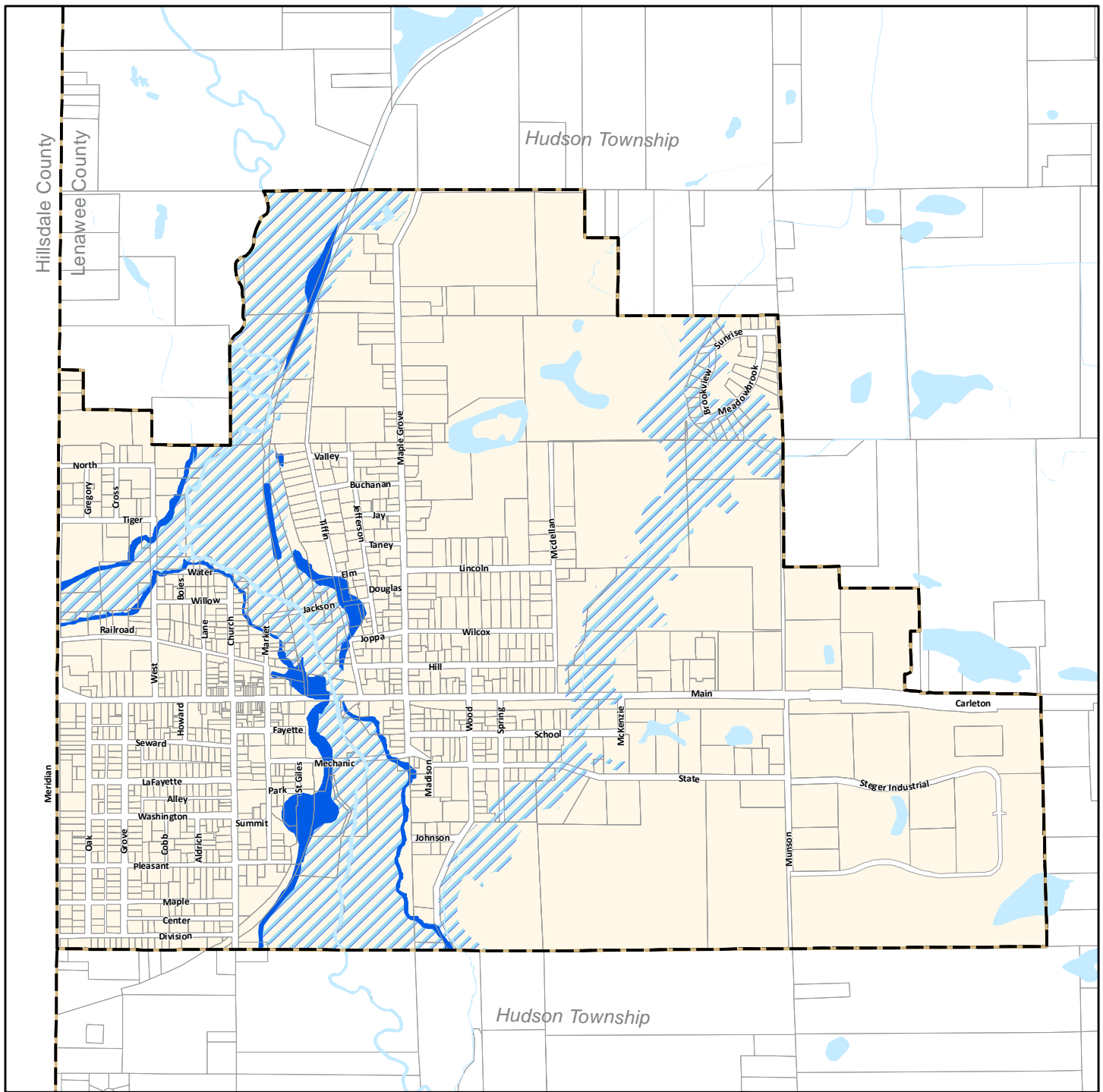
The southeast edge of the City is also undeveloped, although this area is heavily wooded, especially near Wood Street. Large residential lots project into the wooded area, offering residents a secluded, rural setting within the City boundaries.

Wetlands and Floodplains

There are several wetlands within the Hudson City Limits. The most prominent areas are near the High School, both south and east of the building. The wetland east of the school makes additional development between Sunrise Meadows and McClellan Street unlikely. Other wetlands can be found near the Hudson City Industrial Park.

Bean Creek's floodplain is for the most part contained to the vacant land surrounding its banks. However, there are some built up areas of the city that are in danger of flooding. Because of low elevations, the area immediately south of the football stadium and west to US-127 is in the floodplain. This area is not densely developed. On the south side of town, Thompson Memorial Park also lies within the floodplain.




There is also a significant flood plain from a smaller creek on the east of town. Some parcels in the industrial park, and some homes on the southeast edge of town lie within the affected area, but for the most part the flood plain is vacant land.



Floodplain Map

City of Hudson, Michigan

December 7, 2016

-  100 Year Flood
-  500 Year Flood
-  Municipal Boundary

0 500 1,000
FEET



Source: Lenawee County GIS, 2010
Data Source: FEMA, 1981

Utilities

Electricity

Consumers Energy provides electricity for most of Western and Southern Michigan, including the City of Hudson. The nearest Consumers generating station is the J.R. Whiting coal plant south of Monroe, but Hudson also receives electricity from hydro-electric stations and other forms of renewable energy.

Natural Gas

The City of Hudson receives natural gas service from Michigan Gas Utilities. MGU provides natural gas to a broad swath of southern and western Michigan.

Water and Sewer

The City of Hudson operates its own water and sewer facilities, with a wastewater treatment plant on the south side of town along Bean Creek. The treatment plant has recently been recognized for excellence in service.

Garbage Collection

Several private companies serve Hudson's garbage collection needs. The City contracts with a single private firm to provide weekly trash pick-up and curbside recycling.

Telecommunications and Data

Hudson was the first city in the country to provide a free public internet solution, utilizing a public/private partnership. This service, called GoZone, provides free Wi-Fi internet service in and around the downtown area.

Supplementing the free downtown internet service, Hudson's residents have access to telephone, internet, and cable TV, offered by several providers, including D & P, Comcast, and Frontier Communications.



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