



# CITY OF HUDSON, MICHIGAN

## MASTER PLAN UPDATE

2025-2029

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**Hudson Water Tower**  
Credit: LDR LA

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# INTRODUCTION

## Purpose of the Plan

The Planning Enabling Act of 2008 recommends reviewing a community's Master Plan every five years to ensure ongoing self-evaluation. This regular review ensures that economic and social changes are accounted for and integrated into the city's evolving vision. This document serves as an update to the City of Hudson's Master Plan, adopted in 2017. Updating the Master Plan is essential for aligning policy, investment, and land use decisions with current community needs, demographic trends, and development pressures. It also provides an opportunity for residents and stakeholders to engage in shaping the city's future, reaffirming shared goals while adapting to new challenges and opportunities.

The Master Plan is intentionally broad in scope. It uses existing conditions, emerging trends, and community goals to anticipate future development needs. By identifying priorities related to preservation, agriculture, residential neighborhoods, commercial activity, and industry, the City of Hudson can develop a program that outlines the regulatory tools necessary to realize its broader community vision. This program will directly inform zoning considerations and guide future amendments to the Zoning Ordinance.

Beyond land use and zoning, the Master Plan plays a key role in guiding public service provision, including infrastructure and community programming. It fosters greater community involvement in the planning process and supports collaboration with neighboring municipalities and regional partners.

## Legal Basis for the Master Plan

The Michigan Planning Enabling Act of 2008, as amended, grants local governments the authority to engage in planning and zoning activities. At its core, the Master Plan serves as the foundation for a community's land use decisions, guiding zoning regulations to ensure they align with the community's long-term goals and objectives. A key component in ensuring the constitutional validity of zoning regulations is that they must support a municipality's comprehensive vision and not be arbitrary or capricious in nature.

In addition to providing the legal basis for zoning, the Master Plan is a valuable resource for developers, landowners, and business owners making investment decisions. When the City consistently and reasonably applies the Master Plan, it helps reduce uncertainty and perceived risk in the real estate market, fostering confidence and encouraging thoughtful, strategic development.

## What the Plan Contains

Hudson's Master Plan is organized into five chapters and a series of appendices:

- **Introduction:** Identification of a broad set of values which drive development in the City.
- **Hudson Today:** Information on the physical, social and economic characteristics of the community.
- **Planning for Tomorrow:** Presents the input from local officials and area residents which help to form the plan's goals and objectives.
- **The Action Plan:** Steps and strategies for implementing the plan.
- **Appendices:** Supporting documents, such as survey results, resolutions and notices that document the plan's adoption.



**Downtown Hudson**  
Credit: LDR LA

## Existing Planning Efforts and Resources

In addition to this Master Plan, various State, regional, and local agencies play a large role in the future of Hudson’s success. Many of these agencies have developed their own strategic and long-range plans that will ultimately impact the further development of Hudson and every effort should be made to partner with these organizations to further shared objectives. Such plans include:

### Local Plans

#### City of Hudson Master Plan (2016)

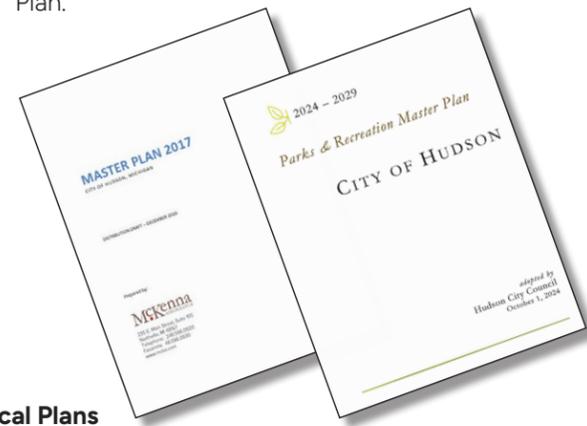
The City of Hudson, Michigan’s 2017 Master Plan, officially reviewed and approved by the City Council on August 2, 2022, serves as a strategic framework for the city’s growth and development. The Plan emphasizes preserving the city’s historic character while promoting downtown redevelopment, improving housing diversity, and expanding recreational opportunities. Seven major goals were identified in the Plan:

- 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.
- Hudson will preserve the charm of its historic residential neighborhoods while enhancing the quality of life for residents across the City.
- 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.
- Promote appropriately sited and attractively designed retail, service, and industrial establishments at appropriate locations within the community.
- 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.
- Preserve Hudson’s existing parks, enhance access to recreational opportunities and trailways, and foster an appreciation for the natural beauty of the City.
- Ensure ongoing community planning and the implementation of the Master Plan.

#### City of Hudson 5-Year Parks and Recreation Master Plan (2024)

In this plan, five goals were established which express a consensus of long-range considerations that guide the future of Hudson’s Parks:

- Maintain, develop, and expand (where possible and appropriate) recreation facilities to provide a variety of park and recreation experiences (both passive and active) that are desired by the community.
- Expand and improve the non-motorized trail system to offer recreation and transportation opportunities, to connect with regional trails and to link people with parks and other destinations, promoting mobility and public health.
- Coordinate with other parks and recreation providers and supporters to ensure safe, quality, affordable, accessible, and diverse program and event opportunities.
- Preserve and protect natural resources and environmentally sensitive lands while maintaining public use, access and enjoyment.
- Prioritize funding streams and seek alternative funding sources to assist in implementing the goals, guidelines, and capital improvement projects in the Plan.



**Local Plans**  
Credit: City of Hudson

### Regional / State Plans

#### 2021-2025 Vision for the Future: A Comprehensive Strategy for Economic Vitality & Community Prosperity

The City of Hudson, Michigan’s 2017 Master Plan, officially reviewed and approved by the City Council on August 2, 2022, serves as a strategic framework for the city’s growth and development. The Plan emphasizes preserving the city’s historic character while promoting downtown redevelopment, improving housing diversity, and expanding recreational opportunities. Seven major goals were identified in the Plan, which are still relevant today:

- Create fiscally sustainable, quality connected places.
- Link development with transportation and other infrastructure.
- Provide placemaking amenities to attract talent.
- Attract and retain businesses and encourage innovation.

#### 2002 Lenawee County Comprehensive Land Use Plan

This Plan Provides a framework for managing land use and development in the county, aiming to balance growth with the preservation of natural resources and agricultural lands.

#### 2020-2024 Lenawee County Recreation Plan

This Plan outlines the county’s strategy for enhancing and expanding its parks and recreational facilities. natural resources and agricultural lands.

#### Lenawee County Target Market Analysis (2023)

The Lenawee Community Foundation (LCF) and One Lenawee (OL) commissioned a housing study in 2022 to measure the potential for new housing, the style of housing, those price points, and target demographics across the County.

#### Bean Creek Watershed Management Plan (2018-2019)

This Plan contains goals and guidelines for ecosystem health and environmental quality along Bean Creek, which is part of the Maumee River Watershed.

#### The Michigan Mobility 2045 Plan (2021) In 2021, the Michigan Department of Transportation (MDOT) produced a new, state-wide long-range transportation plan.



**State/Regional Plans**  
Credit: Lenawee County, State of Michigan



In Hudson, Michigan, small-town spirit runs deep — a place where history lingers on every corner and community pride lights the way forward.

Hudson's Historic Clock  
Credit: LDR LA

# HUDSON TODAY

## History of Hudson

European settlers first arrived in the area that would become Hudson (shown in Figure 2.0) in the early 1830s, drawn by fertile grazing lands and abundant orchards along Bean Creek. A centralized population began to take shape near present-day Main Street, catalyzed by the construction of the Lake Shore and Michigan Southern and Cincinnati Northern Railways. Hudson was officially incorporated as a city in 1893.

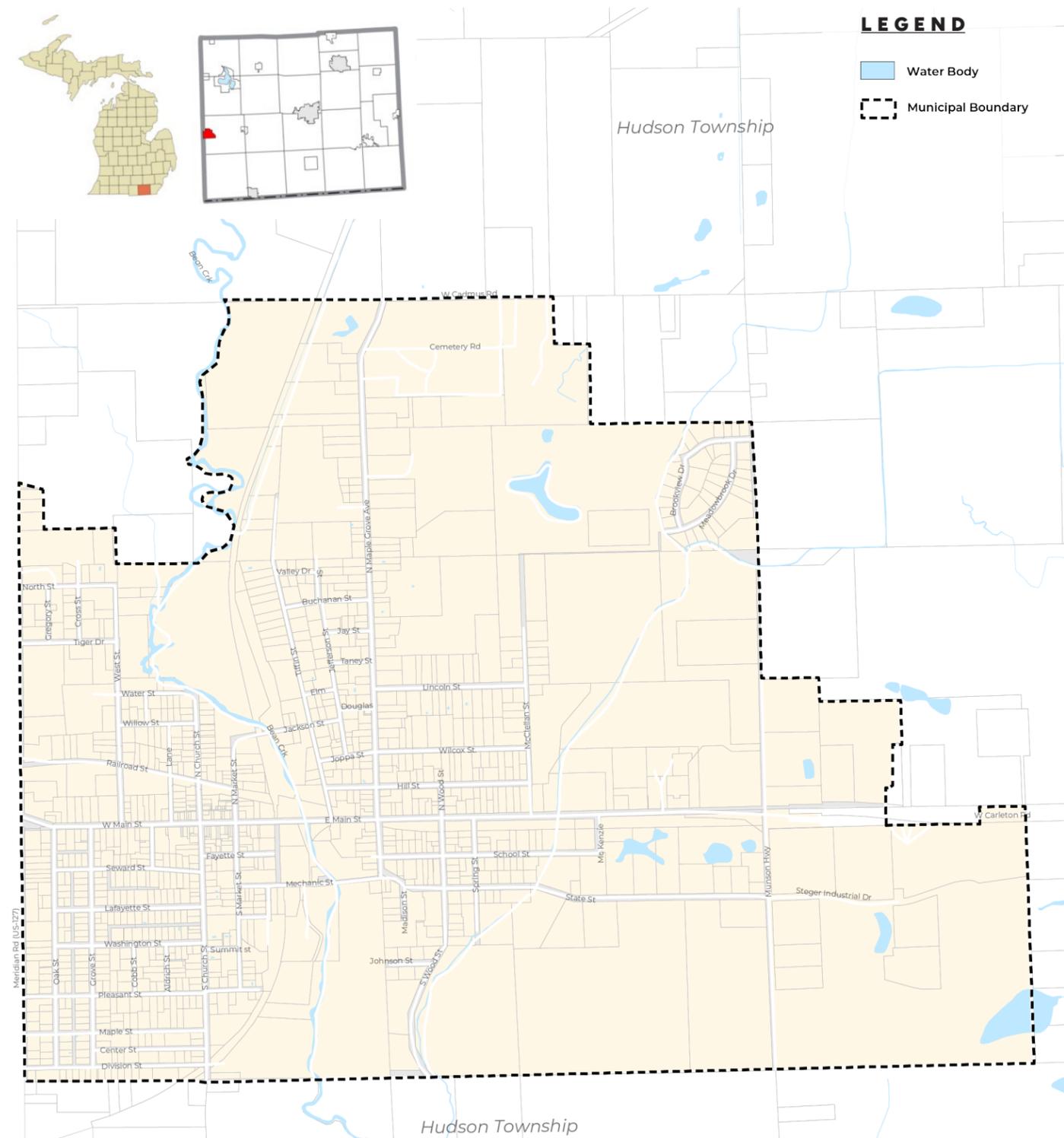
In the years that followed, Hudson rapidly developed into a key trading hub for Hillsdale and Lenawee Counties. This period of growth led to the construction of several prominent buildings in the downtown area, including the Carnegie Library, built in 1905 at the corner of Market and Fayette Streets. Many of these historic structures are now part of the Downtown Hudson Historic District, which is listed on the National Register of Historic Places.

Hudson also has a proud tradition of athletic excellence. The high school football team set a state record in the early 1970s with an astounding 72 consecutive wins—a feat that remains legendary. The legacy continued with state championship victories in 2010 and 2021. Each fall, the community rallies behind the team at the historic Thompson Field, reinforcing Hudson's strong sense of pride and tradition.

Although the railroads that once fueled Hudson's growth have since disappeared, the city remains a vital regional crossroads, with M-34 and US-127 intersecting within its limits. Hudson is rich in historic assets—its downtown architecture, library, and churches—and equally fortunate in its natural amenities, particularly those along Bean Creek. Ongoing efforts to expand a local trail system promise to showcase and enhance these natural features.

Hudson has taken a proactive approach to planning for its future. The city adopted a Master Plan in 2012 to guide long-term growth and sustainability, and many of its recommendations have since been successfully implemented. A 2017 update established new community development goals to further enhance quality of life. Now, in 2025, the city is once again updating its Master Plan to ensure continued progress and alignment with the community's evolving needs and aspirations.

**FIGURE 2.0 Hudson, Michigan in Context**  
Credit: Lenawee County GIS, LDR LA



**The People of Hudson Today**

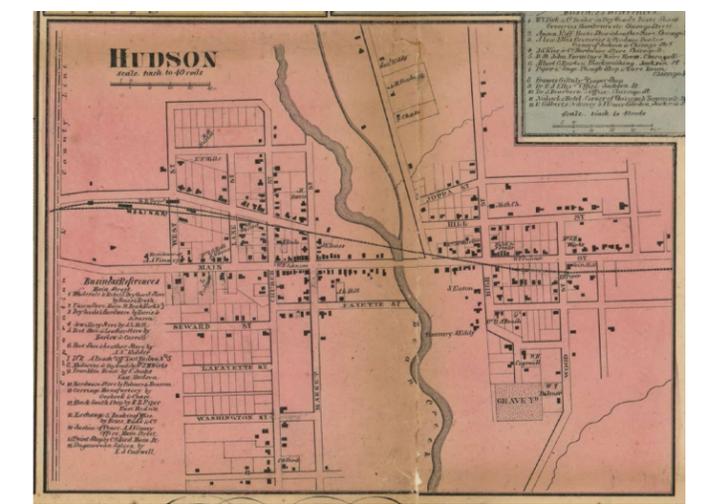
The purpose of this section is to examine past, present, and projected population trends along with key demographic characteristics. This analysis provides a snapshot of the Hudson community, using the most recent data available from the Environmental Systems Research Institute (ESRI), the 2020 Decennial U.S. Census, and the American Community Survey (ACS). The City also recognizes that this plan was updated several years after the 2020 Decennial Census. However, the US Census Bureau has released its 2023 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 2023 dataset are also included in the plan for Hudson and surrounding communities. Hudson’s demographic profile includes an assessment of population size, racial composition, age distribution, and educational attainment. Where relevant, the data is compared to neighboring communities, Lenawee County as a whole, and, in some cases, the State of Michigan.

Demographic analysis is a foundational element of the master planning process. Understanding population dynamics helps determine the scale and type of services the city will need in the future—such as housing, infrastructure, schools, and other public services. It also provides insights into the number and types of housing units that may be needed to accommodate future growth.

The goal of this analysis is to provide a comprehensive picture of Hudson’s population. It highlights key demographic characteristics that distinguish Hudson from surrounding communities or the broader Lenawee County area. These differences can indicate areas where specific land use strategies or public

policies—potentially extending beyond the traditional scope of a Master Plan—may be warranted.

For context, two nearby communities—Adrian, the county seat of Lenawee County, and Hillsdale, located about 15 miles northwest in Hillsdale County—are used as benchmarks. Both cities are larger than Hudson and host liberal arts colleges, making them relevant comparisons due to their geographic proximity and similar regional influence.



**Historic Hudson**  
Credit: (T) CardCow, (M) Old Map Shop, (B) WFMK

### Population and Household Trends

As of 2020, Hudson had a population of 2,415 residents, representing a slight increase (4.4%) from its 2010 population of 2,307 residents. Population trends are an extremely important element of any demographic analysis because growing communities have different needs from established communities with stable or declining populations. Figure 2.1 shows the relative populations of Hudson and the comparison communities, while Figure 2.2 compares the population trend in Hudson against the comparison communities.

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 2020 estimates. Of the surrounding communities, only Hudson is estimated to have increased in population between 2010 and 2020.

Households are defined multiple ways: as 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.

Average household size is 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. Figure 2.3 compares the change in average household size, average family size and households with people under 18 and people over 65 compared to the state average.

**FIGURE 2.1**  
Relative population of Hudson and surrounding communities

	Hudson	Adrian	Lenawee County	Michigan
1990	2,590	22,097	91,476	9,295,297
2000	2,499	21,574	98,890	9,938,444
2010	2,307	22,171	99,892	9,883,640
2020	2,415	20,645	99,423	10,077,331

Source: US Census Bureau

**FIGURE 2.2**  
Population trends between 2010 and 2020

Municipality	Year 2010	Year 2020	Percent Change
City of Hudson	2,307	2,415	1.05%
City of Adrian	22,171	20,645	(-6.89%)
Lenawee County	99,892	99,423	(-0.50%)
State of Michigan	9,883,640	10,077,331	1.02%

Source: US Census Bureau

**FIGURE 2.3**  
Average household size

	Hudson	State of Michigan
Average Household Size	2.60	2.39
Average Family Size	3.42	3.01
Households with one or more people under 18 years	30.4%	26.3%
Households with one or more people over 65 years	26.1%	33.4%

Source: US Census Bureau

Figure 2.4 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. Compared to comparison communities, the County, and the State, households in Hudson are generally larger.

### Race and Ethnicity

An analysis of race and ethnicity provides valuable context for understanding the cultural diversity of a community and how it shapes local identity, experiences, and needs. In the context of master planning, examining racial and ethnic composition helps ensure that planning efforts are equitable, inclusive, and responsive to the full range of residents' perspectives and priorities. Race and ethnicity is shown in Figure 2.5.

### Age Structure

Understanding the age distribution of a community is essential for planning services, amenities, and infrastructure that meet the needs of residents at every life stage. The age structure of Hudson's population provides insight into current and future demands for housing, schools, recreation, healthcare, and senior services.

Figure 2.6 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.

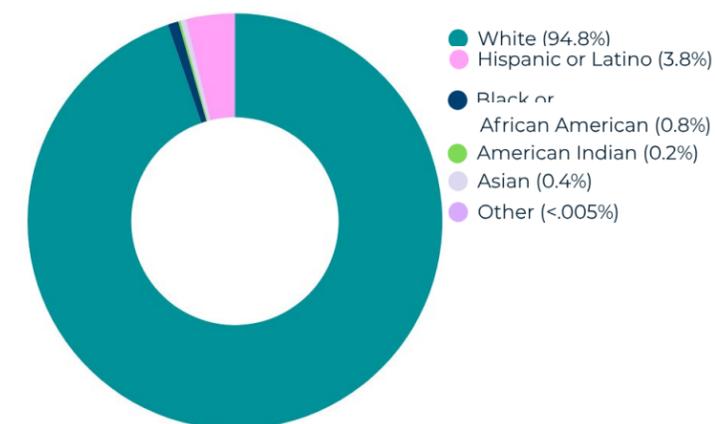
Age structure, analyzing which proportions of a municipality's population are in which stages of life, gives a nuanced view of the makeup of a community.

**FIGURE 2.4**  
Household trends over time in comparison communities

Year	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
2020	2.53	2.26	2.31	2.41	2.45
2023	2.60	2.20	2.38	2.32	2.39

Source: US Census Bureau

**FIGURE 2.5**  
Race and ethnicity



**FIGURE 2.6**  
Comparative median age



Source: US Census Bureau

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 2.7 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.

**Educational Attainment**

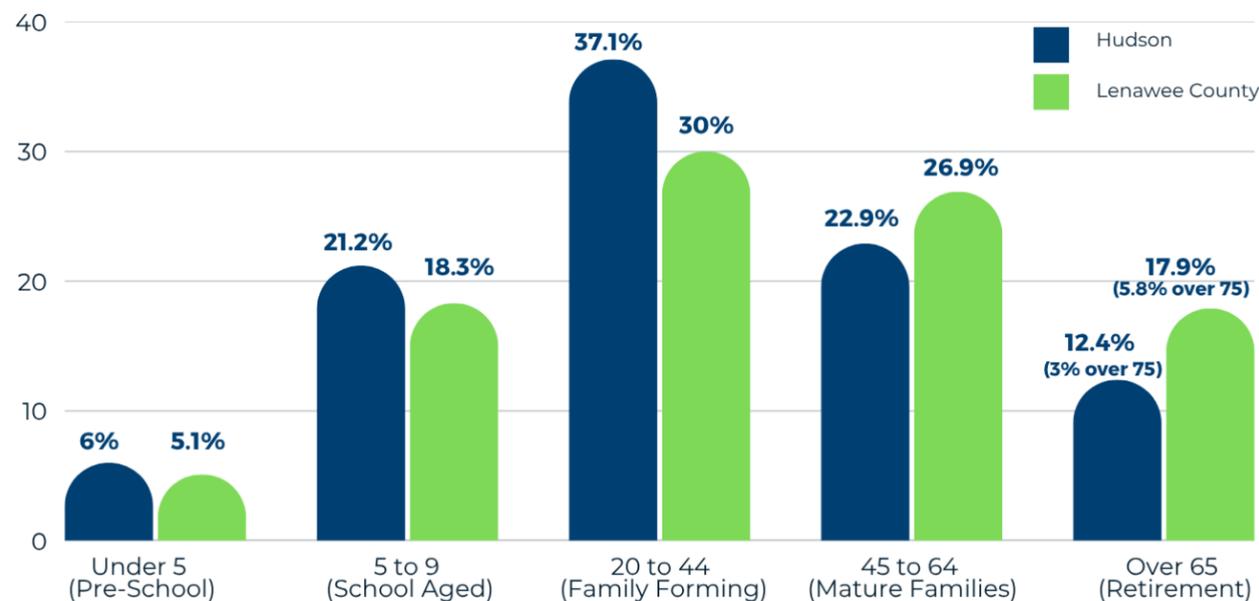
Educational attainment is a key indicator of a community’s socioeconomic well-being and workforce potential. Understanding the education levels of Hudson’s residents can help guide decisions related to economic development, workforce training, and community services.

This section analyzes the level of Educational Attainment in Hudson for persons age 25 or older. Figure 2.8 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.

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. Three post-secondary educational institutions are within 30 minutes of Hudson: Hillsdale College, Adrian College and Siena Heights University. Hillsdale College is a small, Christian, classical liberal arts college in Hillsdale county. Adrian College is a private, co-educational college of liberal arts and sciences, which offers traditional four-year residential institutional experiences. Siena Heights University is a Catholic university that offers 75 majors and programs. Additionally, the Southern Michigan Center for Science and Industry is located within Hudson. The center’s objective is to provide opportunities for careers in engineering, sales, manufacturing and advanced manufacturing to improve student performance and workplace readiness by providing 21st century education and training using blended learning with utilization of technology.

**FIGURE 2.7**  
Comparative age structure



Source: US Census Bureau

**FIGURE 2.8**  
Educational attainment

	Hudson	Adrian	Hillsdale	Lenawee County
Less than High School	11.1%	11.2%	6.4%	8.6%
High School Graduate	43.0%	37.0%	40.5%	35.9%
Some College	26.1%	21.1%	19.7%	22.9%
Associate Degree	5.8%	8.3%	7.7%	10.4%
Bachelor's Degree	9.1%	12.5%	12.8%	14.3%
Advanced Degree	4.9%	9.8%	12.9%	8.0%

Source: US Census Bureau

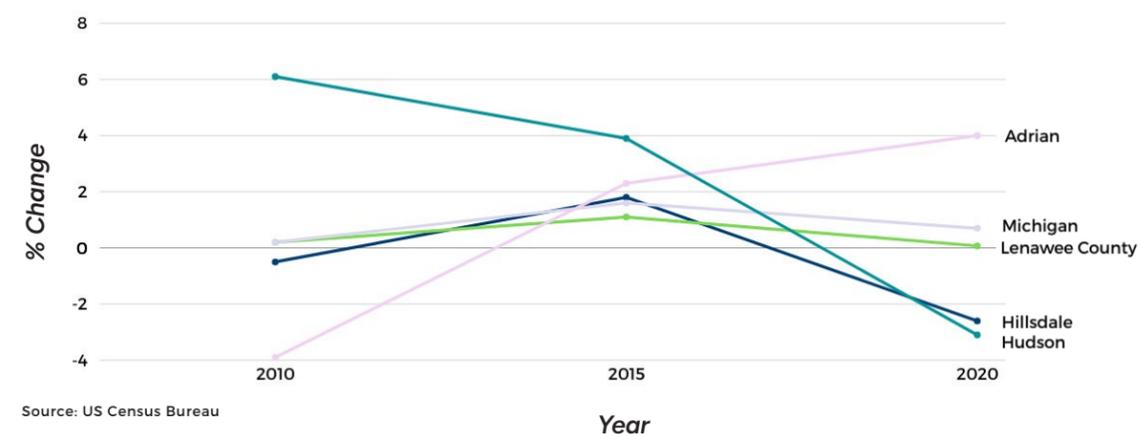
**Housing Characteristics**

Housing plays a central role in shaping the character, livability, and economic vitality of a community. Understanding Hudson’s housing stock—its types, ages, conditions, values, and occupancy trends—is essential for planning policies that promote affordability, inclusivity, and long-term sustainability. This section provides a detailed overview of housing characteristics in Hudson, including tenure (owner- vs. renter-occupied), housing values, vacancy rates, and household size. Comparisons to Lenawee County and nearby communities offer context and help identify challenges or opportunities unique to Hudson. An understanding of the local market is important in the master planning process because demand for housing will influence the future land use plan.

**Housing Units - Type and Tenure**

The first measure of Housing Units is how many there are and how fast the supply is growing. According to ACS 2023 estimates, there are 999 housing units available in the City of Hudson. As Figure 2.9 shows, Hudson’s rate of housing stock growth, along with Hillsdale’s is declining, and at a faster rate. Adrian is experiencing a relatively positive rate of housing unit growth. Lenawee County and the State are also experiencing rates of decline. 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 2.9**  
Housing stock growth over time



Source: US Census Bureau

**FIGURE 2.10**  
Comparative housing type

	Hudson		Lenawee County	
	Number	Percentage	Number	Percentage
Single Family Detached	855	85.6%	34,567	79.0%
Single Family Attached	12	1.2%	723	1.7%
Two-Family	20	2.0%	1,319	3.0%
Multiple Family	106	10.6%	4,534	10.3%
Mobile Home	6	0.6%	2,604	2.7%
Other	0	0.0%	0	0.0%
Total	999		43,747	

Source: US Census Bureau

**FIGURE 2.11**  
Comparative housing tenure

	Hudson		Lenawee County	
	Number	Percentage	Number	Percentage
Owner	656	65.7%	30,517	69.8%
Renter	248	24.8%	8,290	18.9%
Vacant	95	9.5%	4,940	11.3%
Total Units	999		43,747	

Source: US Census Bureau

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 Figure 2.10 shows, Hudson has a larger proportion of single family homes than the County as a whole. Two-family structures, or duplexes, make up 2.0% of the total housing stock, and another 10.6% of the housing stock is available in buildings of three or more units, lower than the County average.

Housing tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. Figure 2.11 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 28% of the population living in rented properties, according to 2023 estimates, which is trending lower. Both the City and the County have high vacancy rates, though the vacancy rate in Hudson has decreased nearly 4% in the last 10 years. 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.

**Housing 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 2023 was \$101,300, an increase of nearly 30% over the last decade. Inflation has risen nearly 20% since 2020 which is one reason for the increase, however, median home prices in Hudson are far below the county-wide median of \$181,100, shown in Figure 2.12.

The City of Hudson has had no new housing construction since 2020, according to ACS estimates. Only 20 single family housing units were constructed between 2000 and 2019. The majority of housing in Hudson, nearly 70% of the current owner-occupied and rental housing stock, was built prior to 1969. A summary of housing age and occupation is depicted in Figure 2.13.

According to 2023 ACS estimates, nearly 70% of households paid over \$100 in monthly electrical costs and 25% of households paid over \$100 in monthly gas costs. Annual sewer costs over \$125 affect nearly 90% of homes.

**FIGURE 2.12**  
Housing value

	Hudson	Adrian	Hillsdale	Lenawee County	Michigan
2010	\$93,500	\$94,400	\$87,200	\$140,400	\$144,200
2020	\$71,200	\$79,800	\$95,900	\$143,000	\$162,600
2023	\$101,300	\$119,100	\$131,300	\$181,100	\$217,600

Source: US Census Bureau

**FIGURE 2.13**  
Housing age

Year Built	Owner Occupied	Renter Occupied
2020-present	0	0
2000-2019	20	0
1980-1999	21	19
1960-1979	109	98
1940-1969	173	61
pre-1939	333	70

Source: US Census Bureau



**Hudson's Architecture**  
Credit: LDR LA

**FIGURE 2.14**  
Comparative 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
2020	\$48,250	\$35,320	\$41,435	\$57,314	\$59,234
2023	\$57,500	\$42,851	\$47,817	\$67,013	\$71,149

Source: US Census Bureau

**FIGURE 2.15**  
Median income over time

	Hudson	Adrian	Hillsdale	Lenawee County	Michigan
2000	+63.5%	+38.0%	+60.0%	+47.5%	+44.0%
2010	-4.4%	+9.1%	-7.6%	+6.3%	+8.4%
2020	+22.7%	-5.4%	+29.3%	+17.9%	+22.3%

Source: US Census Bureau

**FIGURE 2.16**  
Comparative occupational sectors over time

	Hudson			Lenawee County		
	2014 %	2023 %	% Change	2014 %	2023 %	% Change
Management	26.3%	21.1%	(-5.2%)	28.8%	31.8%	+3.0%
Service	17.3%	16.4%	(-0.9%)	20.4%	18.9%	(-1.5%)
Sales and Office	23.6%	12.2%	(-11.4%)	23.9%	18.3%	(-5.6%)
Natural Resources, construction, and maintenance	8.9%	13.7%	+4.8%	9.1%	9.7%	+0.6%
Production	23.9%	36.7%	+12.8%	17.8%	21.2%	+3.4%

## Economic Snapshot

### Income

As shown in Figure 2.14, 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.

Figure 2.15 shows the percentage change in median household income over the past 25 years. The rate of income increase in Hudson was well above the rate of inflation during the 2000’s. Of the comparison communities, Hudson and Hillsdale fared the worst in the 2010’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 2020, with median household levels increasing at a rate nearly matching the inflation rate. The State of Michigan, Lenawee County, and Hillsdale appear to have kept up with inflation, while Adrian has not fared as well.

### Trade Areas and Occupation

This section shows Employment of Hudson residents. This is not an analysis of what kind of employment is offered or what businesses 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. Figure 2.16 suggests a shift in occupational sectors from 2014 to 2023, with growth in the natural resources and production sectors, while other sectors declined. The overall employment rate as of 2023 in Lenawee County is 56.6%, with 58.2% in Hudson.

### Drive Time

The ACS estimates that in 2023, the average time of travel to work was 27.6 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.

## Existing Land Use Patterns

Hudson’s existing land use map analyzes the makeup of a community by understanding the current land cover and how the land is being used at this moment in time. Existing land use mapping monitors change over a given period of time.

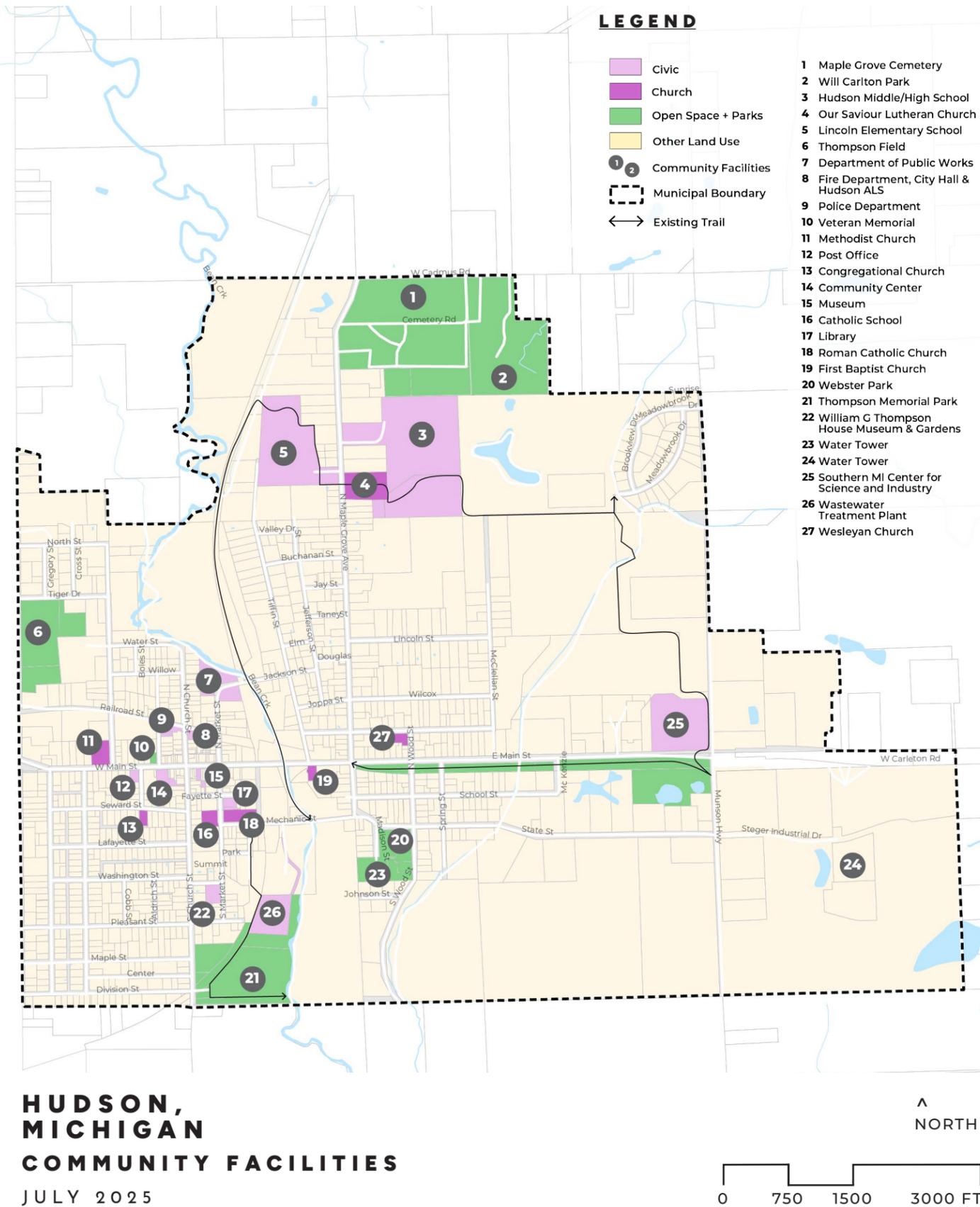
### Land Use Summary

Existing land use is detailed in Figure 2.17. There are two predominant land uses within Hudson: large-lot residential and agriculture/open space/parks which comprise 77.4% of total land use. The third most common land use is industrial, accounting for 9.9% of usable land area.

**FIGURE 2.17**  
Existing land use summary

Land Use Category	Percent of Total Land Area
<b>Residential Land Uses</b>	
In-Town Residential	3.8%
Large Lot Residential	25.7%
Multiple Family	.8%
<b>Non-Residential Land Uses</b>	
Downtown Commercial	.5%
Highway Commercial	1.9%
Industrial	9.9%
Medical	.7%
<b>Public and Semi-Public Land Uses</b>	
Civic	5.3%
Agriculture, Parks and Open Space	51.7%

**FIGURE 2.18** Community facilities type and location  
 Credit: Lenawee County GIS, LDR LA



## Community Facilities

A summary of Hudson’s community facilities and their location is shown in Figure 2.18.

### Municipal Facilities and Services

#### **Government Administration**

Hudson’s city government operates under a council-manager system, with elected officials overseeing municipal operations. The city provides access to council meeting agendas, minutes, budgets, audits, and property tax information through its official website.

#### **Police Services**

The Hudson Police Department, located at 205 Railroad Street, offers law enforcement coverage to the community. The department is committed to maintaining public safety and is staffed by dedicated officers. The City is currently working with the Hudson Area Schools on a possible School Resource Officer.

#### **Fire and Emergency Response Services**

The Hudson Fire Department situated at 121 North Church Street, provides fire protection services to the City of Hudson and surrounding areas, including Hudson Township, Medina Township, part of Dover Township and Pittsford Township. The Department is staffed by volunteer members from the community.

Hudson Ambulance Service is also located at 121 North Church Street, provides ALS services 24/7 to the City of Hudson, Hudson Township, Medina Township and Dover Township in Lenawee County, and Pittsford and Jefferson Township in Hillsdale County.

#### **Department of Public Works (DPW)**

Hudson’s Department of Public Works is located at 40 Jackson Street and is responsible for essential services for the maintenance of the public infrastructure to include the Water Treatment Plant, two water towers and the water distribution system consisting of 23 miles of water main.

The DPW is responsible for the maintenance of 16.4 miles of sanitary sewer mains and 11.7 miles of storm water drain system. The maintenance of 6.73 miles of Major Streets and 9.97 miles of local streets. The maintenance of the city parks and buildings.

#### **Waste Water Treatment Plant (WWTP)**

The WWTP is located at 107 Mechanic Street and is responsible for the maintenance and management of the city’s wastewater plant, four (4) major lift stations and twenty-three (23) residential lift stations.

### Utilities and Infrastructure

#### **Electrical Services**

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 Services**

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 Services**

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**

The City contracts with a single private firm to provide weekly trash pick-up.

#### **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.

**Community Amenities**

**School District**

The Hudson Area School District serves the local community with several educational institutions:

- Lincoln Elementary School: Located at 746 N. Maple Grove Ave., it caters to early education.
- Hudson Middle/High School: Situated at 771 N. Maple Grove Ave., this combined facility serves both middle and high school students.
- District Administration Office: Found at 781 N. Maple Grove Ave., it oversees district operations.

Additionally, the Southern Michigan Center for Science and Industry (SMCSI) at 550 E. Main St. offers specialized training in skilled trades for both students and adults, aligning education with local industry needs. For families seeking faith-based education, Sacred Heart School, a Catholic institution at 208 S. Market St., provides classes from preschool through 6th grade.

**Libraries**

The Hudson Carnegie District Library, located at 205 S. Market St., is a historic library established in 1904 with funding from Andrew Carnegie. This well-preserved stone structure houses over 60,000 books, including a comprehensive children's section. The library offers year-round reading programs and various community activities.

**Post Office**

The Hudson Post Office is situated at 401 W. Main St. It offers a range of services, including bulk mail acceptance, money orders, PO box rentals, passport processing, and more.

**Museums**

Hudson boasts two notable museums:

- William G. Thompson House Museum & Gardens: Located at 101 Summit St., this 1891 Queen Anne-style home, listed on the National Register of Historic Places, showcases three generations of the Thompson family's collections, including art, antiques, and oriental artifacts. The museum also features beautifully maintained gardens and hosts various events and classes throughout the year.
- Hudson Museum: Found at 219 W. Main St., this community-driven museum originated in the basement of the Carnegie Library in 1904. It now resides in a former bank building and houses a diverse collection of local memorabilia, including Civil War artifacts, military items from both World Wars, railroad exhibits, and a dedicated room celebrating Hudson's 1975 national football title.

**Churches**

The City of Hudson is home to a diverse array of churches that cater to various denominations and spiritual needs. Here's an overview of the prominent places of worship in the area:

- Sacred Heart Catholic Church  
Located at 207 S. Market St., Sacred Heart is the primary Catholic parish in Hudson.
- First Congregational Church  
Situated at 201 Seward St., this non-denominational Congregational Christian church.
- First Baptist Church of Hudson  
Located at 111 E. Main St., this church serves the Baptist community in Hudson.
- Hudson First United Methodist Church  
Located at 420 W. Main St., this church is part of the United Methodist denomination.
- Hudson Wesleyan Church  
Found at 229 Hill St., this church is part of the Wesleyan denomination.
- Our Saviour Lutheran Church  
Situated at 751 N. Maple Grove Ave., this church is affiliated with the Lutheran Church—Missouri Synod.

Many of these churches participate in the United Hudson Churches initiative, a collaborative effort among local congregations to spread the Gospel and positively impact the community.



Hudson Community Schools



Sacred Heart Catholic Church



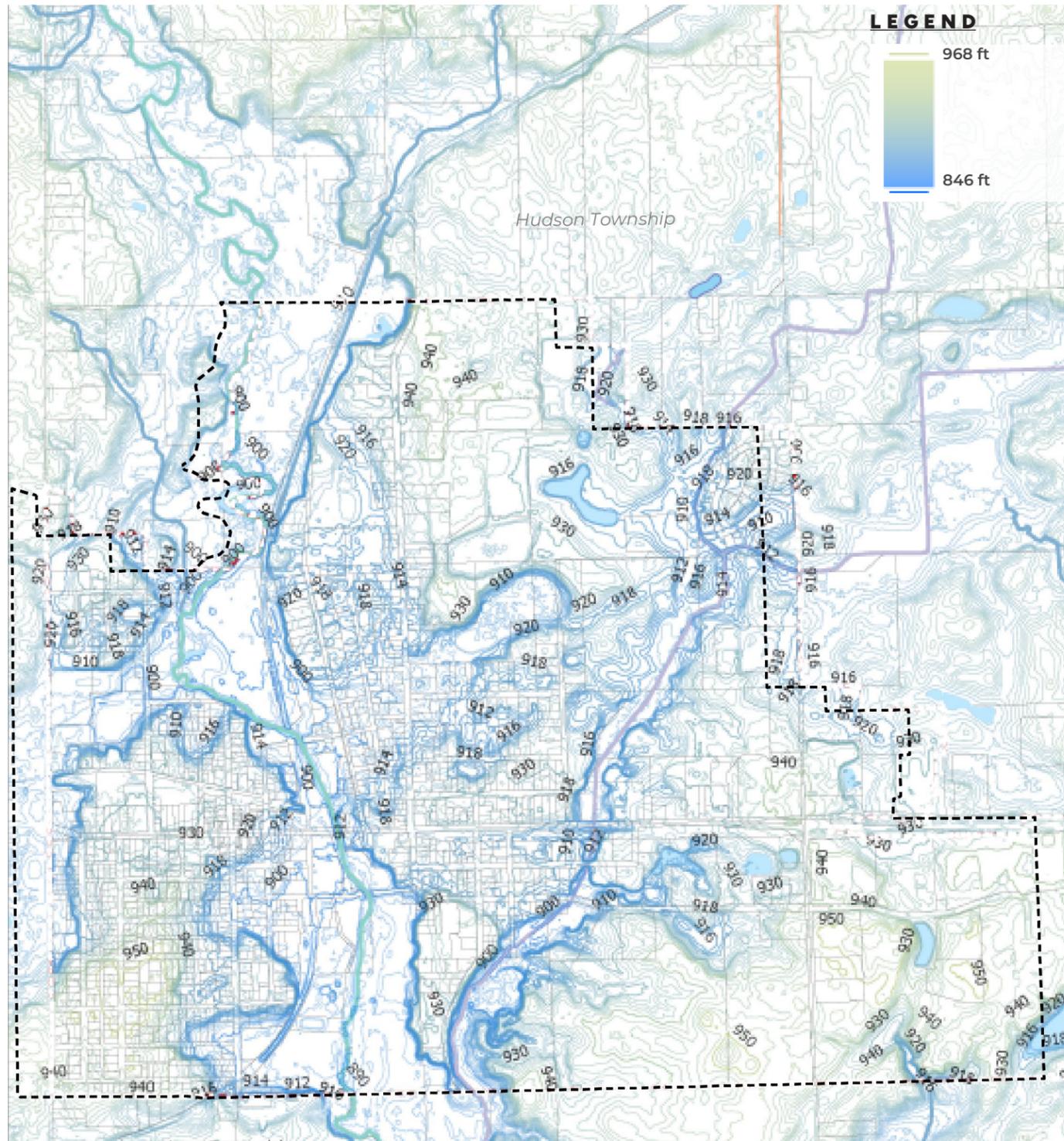
William G. Thompson House Museum



Carnegie District Library

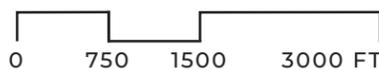
**Hudson's Community Facilities**  
Credit: Hudson Class of 2022, Brian Batko, LDR LA

**FIGURE 2.19** Hudson's topography  
Credit: Lenawee County GIS, LDR LA



**HUDSON,  
MICHIGAN**  
**TOPOGRAPHY**  
JULY 2025

^  
NORTH



**Natural Features and Recreation**

**Topography**

Hudson has some significant topographic features, shown in Figure 2.19, 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**

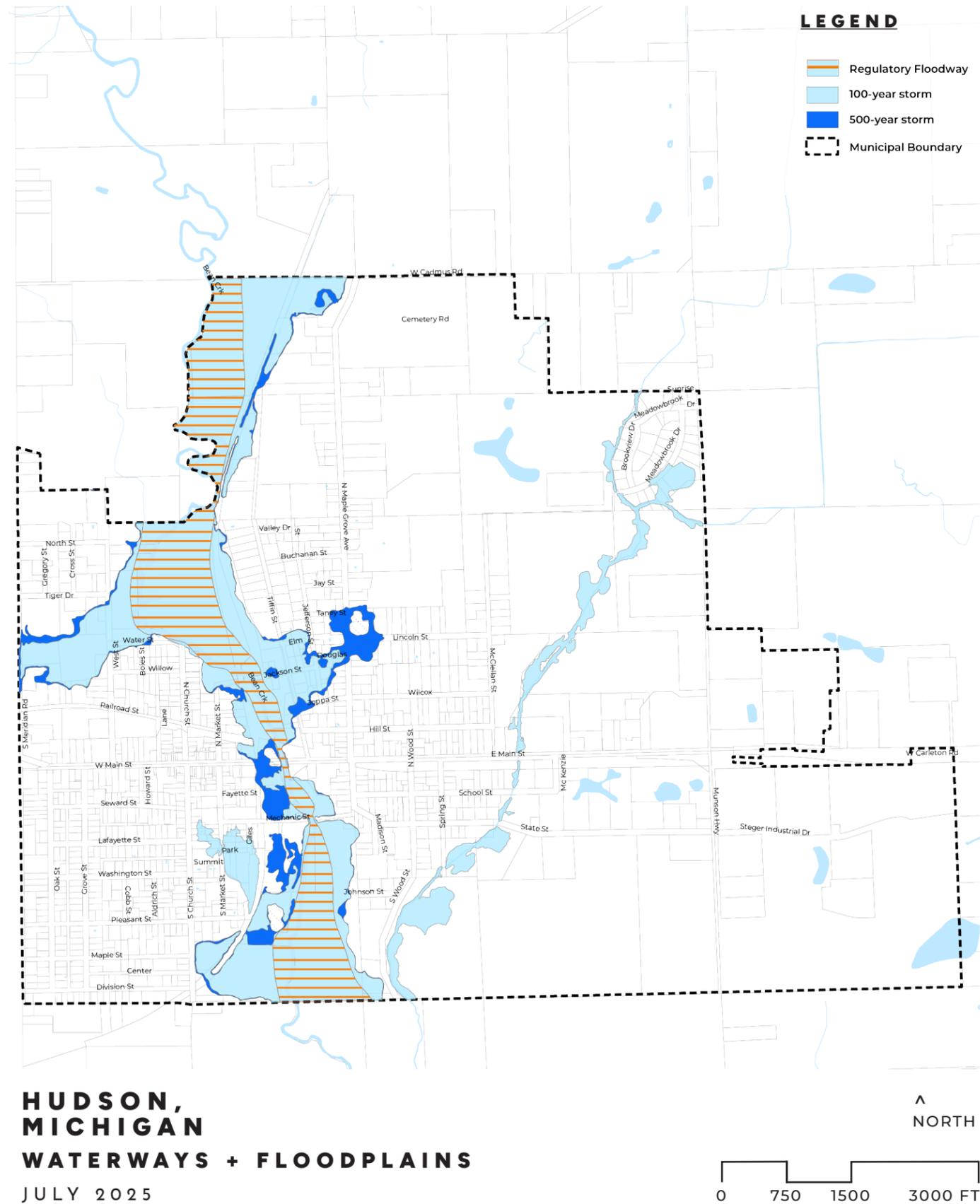
Hudson currently has three major parks – Thompson Park and Memorial Park along Church Street at the southern edge of the City, Webster Park at the corner of Madison and State streets on the east side, and Will Carleton Park in the northeast corner of the city. All three are well maintained and offer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

**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.

**FIGURE 2.20** Waterways and flood risk  
 Credit: Lenawee County GIS, LDR LA



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.

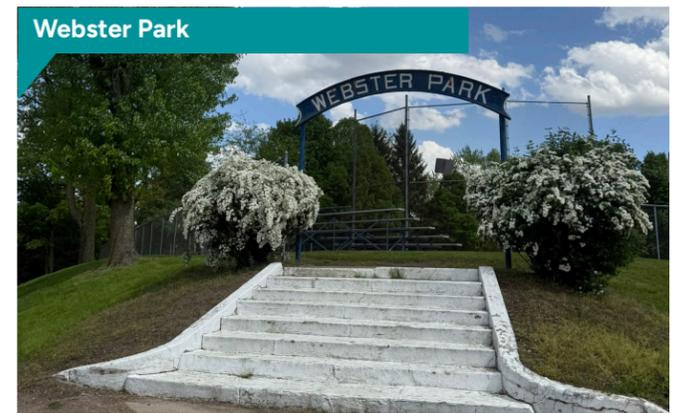
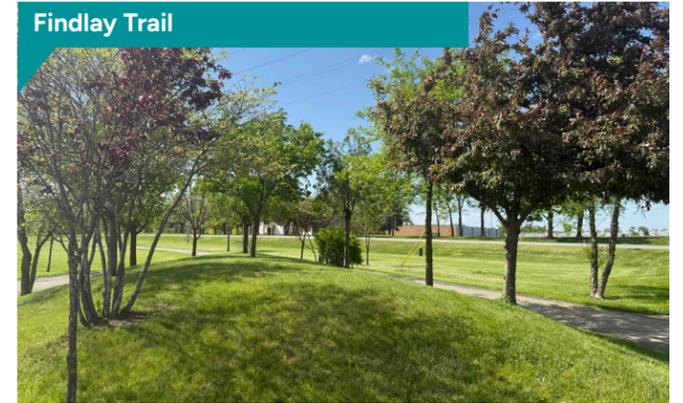
The southeast edge of the City is also undeveloped, although this area is heavily wooded, especially near Wood Street. Large residential lots project into the wooded area, offering residents a secluded, rural setting within the City boundaries.

**Waterways and Floodplains**

There are several waterways, wetlands and floodplains within Hudson City Limits, shown in Figure 2.20.

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 floodplain is vacant land.



**Hudson’s Parks + Natural Features**  
 Credit: LDR LA



**In Hudson, Michigan, every step forward honors the past and builds a foundation for a brighter tomorrow.**

**Murdock Trail**  
Credit: LDR LA

# PLANNING FOR TOMORROW

## Community Outreach

As part of the public input process for this Master Plan Update, a public input survey was distributed to gather resident and business owner input. The survey itself explained that the City of Hudson was updating its Master Plan and as part of this process was assessing community conditions and needs. Residents were asked for opinions on specific questions and were also given an opportunity to share any thoughts through open-ended questions.

The survey was offered online and via print. A link to the survey was shared electronically on Hudson’s monthly newsletter, on its social media, and a QR code linked to the survey included within resident utility bills. Paper copies were available at City Hall. The survey was open from December 1st, through December 31st and received 96 unique responses, nearly 90% of which came from City residents. A complete list of tabulated responses is provided in the Appendix and a summary of responses is provided below.

## Public Input Survey

As part of the public engagement process, residents were asked to reflect on Hudson’s strengths, challenges, and areas most in need of improvement. The feedback highlighted a mix of pride in the city’s assets and concern for key issues affecting quality of life. The following categories summarize the major findings: the features residents value most, the challenges they see as most pressing, and the top priorities for future improvements.

### Positive Features of Hudson

- Parks, Trails and Open Space (53.1%)
- Good Schools (44.8%)
- Sense of Community (40.6%)

### Areas for Improvements and Updates

- Better Road Maintenance (79.2%)
- More Entertainment, Dining or Nightlife Options (38.5%)
- Improved Housing Upkeep (32.3%)

### Negative Features of Hudson

- Road Maintenance (70.8%)
- Vacant Businesses and Storefronts (33.3%)
- Cost of Living (27.1%)

**Priorities for the Future**

Community feedback revealed significant concern regarding current tax rates, with 77% of respondents indicating they were either very concerned or concerned. Similarly, 67% expressed concern about the quality and scope of city services. While most development-related concerns were neutral, commercial development stood out as an area of heightened interest.

When asked how much attention the City should give to various issues—from housing and public services to community amenities—at least 30% of respondents indicated that more effort should be directed toward addressing crime, creating jobs, maintaining roadways, and redeveloping vacant or underutilized commercial properties.

Residents also provided input on housing needs, identifying several areas of demand. At least 30% indicated a need for apartment-style housing, assisted living, and independent senior living facilities. Notably, nearly 60% of respondents expressed a strong desire for moderately priced single-family homes.

**Vision + Goals**

**2017 Master Plan Goals**

The 2017 Master Plan identified key priorities across several themes: Downtown, Neighborhoods, Connectivity, Economic Development, Historic Assets, Natural Resources, and Community Planning and Development. These priorities remain relevant today and are further integrated and expanded upon in this updated Master Plan.

**Community Vision**

The purpose of the Master Plan is to provide a framework for City officials, residents, and landowners to guide future land use decisions. To achieve this, an overarching vision for the community must be established. The vision for Hudson is to leverage its strategic location as a regional crossroads and evolve into a dynamic, forward-thinking community for the 21st century. It will harness the deep civic pride of its residents to foster a more livable city, featuring

safe, welcoming neighborhoods and a vibrant downtown. Hudson will honor its rich history, robust infrastructure, and natural beauty, while preserving its small-town charm and strong sense of community.

**Community Goals**

The City of Hudson’s Master Plan is anchored by a set of community goals that reflect the values, aspirations, and long-term priorities of its residents. These broad, aspirational statements define the vision Hudson aims to achieve through thoughtful planning. While not easily measurable, they serve as guiding principles shaped by input from residents, stakeholders, and city leadership. Together, these goals provide a framework for decision-making across key areas of community life—from downtown, neighborhoods, connectivity, economic development, historic assets, natural resources and planning.

The City of Hudson’s Master Plan is more than a vision—it is a roadmap for action. Building on community values and priorities, this section outlines a series of focused goals supported by specific, actionable objectives across seven key areas: Downtown, Neighborhoods, Connectivity, Economic Development, Historic Assets, Natural Resources, and Planning and Community Development.

Each goal represents an aspirational statement of what the City hopes to achieve, while the objectives provide a clear framework for how those goals will be realized. These objectives are designed to guide decision-making, inform zoning and investment priorities, and support strategic partnerships at the local, regional, and state levels. Together, they form the foundation of the City’s implementation strategy, helping ensure that progress is measurable, coordinated, and aligned with Hudson’s long-term vision for a vibrant, connected, and resilient community. As the City moves forward, these goals and objectives will serve as a living guide—adaptable to change, responsive to community input, and rooted in Hudson’s enduring character and potential.

The City of Hudson adopts the following community goals to inform this Master Plan, whose strategic objectives are detailed on the following pages:

**Goal 1: Downtown**

Future development in Hudson should maintain the historic charm of the downtown area while increasing its vibrancy and services.

**Goal 2: Neighborhoods**

Hudson will preserve the appeal of its historic neighborhoods while improving the quality of life for all residents.

**Goal 3: Connectivity**

Hudson will develop a comprehensive road and trail system that supports safe travel, recreation, and non-motorized transportation, while enhancing the city’s natural beauty.

**Goal 4: Economic Development**

Hudson will attract well-designed retail, service, and industrial businesses to suitable locations within the community.

**Goal 5: Historic Assets**

Hudson will promote its historic identity by highlighting landmarks like the Downtown, Carnegie Library, and the railroad viaduct over Bean Creek.

**Goal 6: Natural Resources**

Hudson will preserve its parks and open spaces and encourage appreciation of the city’s natural beauty.

**Goal 7: Planning + Community Development**

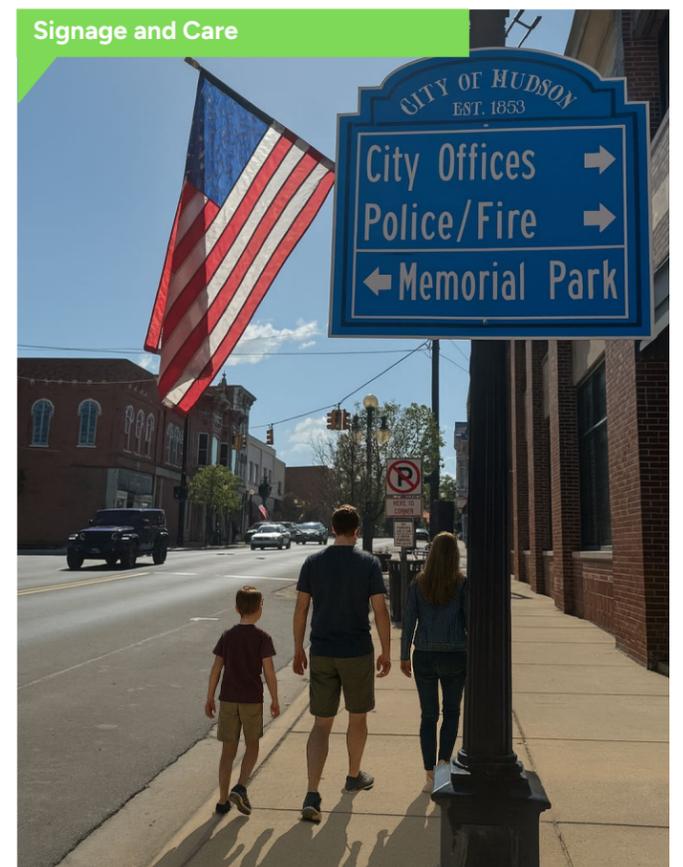
Hudson will ensure continuous community planning and follow through on the Master Plan’s implementation.



School Spirit



Community Pride



Signage and Care

**Hudson’s Community Pride**  
Credit: (T, M) Instagram, (B) LDR LA

### Goal #1: Downtown

*Future development in Hudson should maintain the historic charm of the downtown area while increasing its vibrancy and services.*

- **Objective D1.** Hudson will develop a unique economic identity for downtown and, through Lenawee Now, continue its long-term revitalization efforts.
- **Objective D2.** New development in downtown should blend with the historic character of the area, following design standards, setbacks, and building materials.
- **Objective D3.** Market Downtown Hudson to both visitors and residents to keep it as the heart of the community, including promoting local businesses that are unique and/or are a positive destination for the City.
- **Objective D4.** Make it easier to redevelop downtown by reducing obstacles, making it just as simple as building new.



**Downtown Vibrancy**  
Credit: LDR LA

### Goal #2: Neighborhoods

*Hudson will preserve the appeal of its historic neighborhoods while improving the quality of life for all residents.*

- **Objective N1.** New residential development should respect and enhance historic building patterns where possible.
- **Objective N2.** Focus new homes in existing residential areas, especially on vacant lots north of Downtown.
- **Objective N3.** Update the zoning code to prioritize infill housing, single-family homes and allow multi-family housing in suitable areas.
- **Objective N4.** Provide accessible housing for all by increasing opportunities for young professionals, senior and aging-in-place housing.



**Enhanced Neighborhood Fabric**  
Credit: LDR LA

### Goal #3: Connectivity

*Hudson will develop a comprehensive road and trail system that supports safe travel, recreation, and non-motorized transportation, while enhancing the city's natural beauty.*

- **Objective C1.** Include non-motorized transportation options, like bike lanes and parking, in public infrastructure upgrades.
- **Objective C2.** Work with Lenawee County, Hillsdale County, and MDOT to create non-motorized connections between key activity areas.
- **Objective C3.** Coordinate transportation upgrades with the Parks and Recreation Plan, and Capital Improvement Program to meet citywide goals.
- **Objective C4.** Update and invest in infrastructure throughout the city, including sidewalks and roads.



**Increased Connectivity**  
Credit: LDR LA

### Goal #4: Economic Development

*Hudson will attract well-designed retail, service, and industrial businesses to suitable locations within the community.*

- **Objective E1.** Encourage high standards for site and building design by involving property owners in redevelopment and maintenance standards to create walkable and welcoming building frontages that create a sense of place.
- **Objective E2.** Offer flexible zoning options to help property owners and tenants upgrade existing non-residential sites.
- **Objective E3.** Focus new industrial development in the industrial park and nearby areas using incentives and appropriate zoning.
- **Objective E4.** Continue converting outdated or underused industrial areas into office, research, or technology spaces that support diverse employment and entrepreneurship.



**Thoughtful Growth + Development**  
Credit: LDR LA

### Goal #5: Historic Assets

*Hudson will promote its historic identity by highlighting landmarks like the Downtown, Carnegie Library, and the railroad viaduct over Bean Creek.*

- **Objective H1.** Follow the design guidelines in the “Hudson Plan” from 2017.
- **Objective H2.** Maintain and restore historic buildings and landmarks.
- **Objective H3.** Restore and improve access to the historic railroad viaduct over Bean Creek, integrating it into the trail system and using it as a key part of the eastern gateway to downtown.
- **Objective H4.** Preserve downtown’s historic character, especially in the historic district, by using a special zoning area focused on historic preservation.



**Preservation of Historic Assets**  
Credit: LDR LA

### Goal #6: Natural Resources

*Hudson will preserve its parks and open spaces and encourage appreciation of the city’s natural beauty.*

- **Objective NR1.** Maintain and preserve Hudson’s current park space.
- **Objective NR2.** Improve access to Bean Creek with trails and recreational features.
- **Objective NR3.** Protect open space, especially along Bean Creek and on the southeast side of the city.
- **Objective NR4.** Seek state and federal funding to expand the city’s non-motorized trails and amenities.
- **Objective NR5.** Include the 5-year Parks and Recreation Plan in future planning efforts.



**Protected Natural Resources**  
Credit: LDR LA

### Goal #7: Planning and Community Development

*Hudson will ensure continuous community planning and follow through on the Master Plan’s implementation.*

- **Objective P1.** Review and update the Master Plan every five years to keep up with changes, redevelopment opportunities, and community needs.
- **Objective P2.** Work with nearby communities, counties, school districts, and organizations to share information on development, redevelopment, and other mutual interests like community services and conservation.
- **Objective P3.** Update the zoning ordinance to align with the recommendations of this plan.
- **Objective P4.** Use the Capital Improvement Program to fund aspects of the Master Plan.
- **Objective P5.** Prioritize transparent communication from the City Administration, utilizing multiple methods to reach residents, the business community, and visitors.



**Continuous Care**  
Credit: LDR LA



In Hudson, Michigan, planning isn't just about vision—it's about momentum. Every decision made today is a step toward the thriving community of tomorrow.

**Neighborhood Parkway**  
Credit: Credit: LDR LA

# THE ACTION PLAN

## Implementing the Plan

Creating a strong Master Plan is only the first step—the true impact comes from how it is implemented. This section outlines the actions, tools, partnerships, and strategies the City of Hudson will use to bring the plan's goals and objectives to life. Implementation will require ongoing coordination between city departments, community partners, regional agencies, and residents. By aligning policies, zoning regulations, capital investments, and planning efforts with the priorities outlined in this Plan, Hudson can ensure steady progress toward its long-term vision. Regular evaluation and updates will also be critical to adapt to emerging opportunities and challenges over time.

The action plan details the manner in which the City's goals and objectives will be met. It includes a list of specific improvement projects as well as strategies for implementation. The series of Figures on the following pages (Figures 4.1 to 4.8) lists each goal, its specific objectives and the strategies to achieve that objective.

Each strategy is categorized by Priority, Time Frame, Partnerships, and Funding Source to support effective implementation and coordination. Priority levels indicate the urgency of the action, while Time Frame reflects the anticipated duration for completion. Partnerships identify key stakeholders responsible for advancing each action, and Funding Source outlines potential financial resources.



**Collaborative Action Planning**  
Credit: Getty Images

**Figure 4.1** Goal 1 Action Plan

**Goal #1: Downtown**

*Future development in Hudson should maintain the historic charm of the downtown area while increasing its vibrancy and services.*

<b>Objective D1: Hudson will develop a unique economic identity for downtown and, through Lenawee Now, continue its long-term revitalization efforts.</b>				
	Priority	Time Frame	Partnerships	Funding
Branding & Identity Development: Work with local businesses, historians, and marketing professionals to craft a distinct economic identity that highlights Hudson's history, small-town charm, and potential for growth.	IM	ST	CC, PC, B	LF, PF
Enhance Long-Term Revitalization Efforts: Develop and implement a zoning overlay district for the downtown area that encourages mixed-use development and aligns with the historic character of the district.	IM, OG	IM	PC	LF
<b>Objective D2: New development in downtown should blend with the historic character of the area, following design standards, setbacks, and building materials.</b>				
	Priority	Time Frame	Partnerships	Funding
Design Guidelines + Standards: Establish clear architectural guidelines that require new developments to reflect the scale, materials, and character of the historic district.	IM	IM	PC	LF
Historic Overlay Districts: Create overlay zoning districts to ensure new development follows established downtown aesthetics.	IM	IM	PC	LF
Adaptive Reuse: Promote the reuse of historic buildings with flexible zoning and financial incentives to maintain character while accommodating modern needs.	OG	MT	CC, PC, B	LF, PF
<b>Objective D3: Market Downtown Hudson to both visitors and residents to keep it as the heart of the community, including promoting local businesses that are unique and/or are a positive destination for the City.</b>				
	Priority	Time Frame	Partnerships	Funding
Wayfinding & Signage Improvements: Install attractive and historically appropriate wayfinding signs to direct visitors to key downtown destinations.	IM	ST	CC, PC, B	LF, PF, P
Heritage Tourism & Events: Develop events such as historic walking tours, festivals, and farmers' markets to attract visitors and create a sense of place.	IM	IM, ST	CC, PC, B	LF, PF, P
Expanded Marketing Efforts: Use social media, a dedicated website, and partnerships to highlight businesses, events, and unique downtown attractions.	IM, OG	IM, ST	CC, PC, B	LF, PF
<b>Objective D4: Make it easier to redevelop downtown by reducing obstacles, making it just as simple as building new.</b>				
	Priority	Time Frame	Partnerships	Funding
Streamlined Permitting & Approval Processes: Work with city officials to simplify approval processes for new projects.	IM	IM	CC, PC	LF

Priority: IM = Immediate, OG = Ongoing  
 Time Frame: IM = Immediate (within a year), ST = Short-Term (1-3 years), MT = Medium-Term (3-5 years), LT = Long-Term (more than 5 years), OG = Ongoing  
 Partnerships: CC = City Council, PC = Planning Commission, HO = Homeowners, B = Businesses, EX = External Partners  
 Funding Source: LF = Local Funds, PF = Private Funds, G=Grants, P=Partnerships, D=Donations

**Figure 4.2** Goal 2 Action Plan

**Goal #2: Neighborhoods**

*Hudson will preserve the appeal of its historic neighborhoods while improving the quality of life for all residents.*

<b>Objective N1. New residential development should respect and enhance historic building patterns where possible.</b>				
	Priority	Time Frame	Partnerships	Funding
Design Guidelines & Standards: Develop and implement residential design guidelines that align with historic architectural styles, materials, and setbacks.	IM	ST, MT	CC, PC	LF
Historic Overlay Districts: Create overlay zoning districts to ensure new development follows established neighborhood aesthetics.	IM	IM	PC	LF
Context-Sensitive Infill Development: Encourage developers to use designs that complement the surrounding historic fabric.	OG	MT	PC	LF, PF
<b>Objective N2. Focus new homes in existing residential areas, especially on vacant lots north of Downtown.</b>				
	Priority	Time Frame	Partnerships	Funding
Encourage Infill Development in Neighborhoods: Amend zoning regulations to encourage infill development within established residential areas, offering incentives for new homes on vacant or underutilized lots.	OG	MT	PC	LF, PF
Adaptive Housing Models: Allow for accessory dwelling units (ADUs) or small-scale multi-family homes that fit within existing blocks while maintaining neighborhood character.	OG	ST	PC	LF, PF
<b>Objective N3. Update the zoning code to prioritize infill housing, single-family homes and allow multi-family housing in suitable areas.</b>				
	Priority	Time Frame	Partnerships	Funding
Updated Zoning Regulations: Review and adjust zoning codes to prioritize single-family housing while allowing for compatible multi-family options in designated areas.	IM	ST	CC, PC	LF
Expand Code Enforcement: Especially for blighted structures and properties.	IM, OG	IM	CC	LF
Encourage Infill Development in Neighborhoods: Amend zoning regulations to encourage infill development within established residential areas.	IM	ST	PC	LF
<b>Objective N4. Provide accessible housing for all by increasing opportunities for young professionals, senior and aging-in-place housing.</b>				
	Priority	Time Frame	Partnerships	Funding
Updated Zoning Regulations: Review and adjust zoning codes to prioritize 'missing-middle' housing typologies.	IM	ST	CC, PC	LF
Adaptive Housing Models: Allow for accessory dwelling units (ADUs) or small-scale multi-family homes that fit within existing blocks while maintaining neighborhood character.	IM	ST	PC	LF

Priority: IM = Immediate, OG = Ongoing  
 Time Frame: IM = Immediate (within a year), ST = Short-Term (1-3 years), MT = Medium-Term (3-5 years), LT = Long-Term (more than 5 years), OG = Ongoing  
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Figure 4.3 Goal 3 Action Plan

**Goal #3: Connectivity**

*Hudson will develop a comprehensive road and trail system that supports safe travel, recreation, and non-motorized transportation, while enhancing the city's natural beauty.*

<b>Objective C1. Include non-motorized transportation options, like bike lanes and parking, in public infrastructure upgrades.</b>				
	Priority	Time Frame	Partnerships	Funding
Complete Streets Policy: Adopt a "Complete Streets" approach requiring all public infrastructure projects to include pedestrian and bike-friendly elements where feasible.	OG	ST	CC, PC, B	LF, PF, G
Bike & Pedestrian Design Standards: Establish design standards for bike lanes, crosswalks, and bike parking that align with best practices and enhance safety.	OG	MT	CC, PC, B	LF, PF, G
Sidewalk & Crosswalk Enhancements: Improve sidewalks, add pedestrian refuges, and install high-visibility crosswalks, especially in areas with high foot traffic.	OG	MT	CC, PC, B	LF, PF, G
<b>Objective C2. Work with Lenawee County, Hillsdale County, and MDOT to create non-motorized connections between key activity areas.</b>				
	Priority	Time Frame	Partnerships	Funding
Multi-Agency Collaboration: Establish regular meetings with Lenawee County, Hillsdale County, and MDOT to align non-motorized transportation efforts.	OG	ST, OG	CC	LF, P
Regional Trail Planning: Work with adjacent communities to develop a cohesive trail system that links Hudson to nearby activity hubs.	OG	ST, OG	CC	LF, P
<b>Objective C3. Coordinate transportation upgrades with the Parks and Recreation Plan, and Capital Improvement Program to meet citywide goals.</b>				
	Priority	Time Frame	Partnerships	Funding
Interdepartmental Coordination: Establish a working group that includes city planners, parks and recreation staff, and public works to align projects.	OG	ST, OG	CC	LF
<b>Objective C4. Update and invest in infrastructure throughout the city, including sidewalks and roads.</b>				
	Priority	Time Frame	Partnerships	Funding
Circulation Improvements: Coordinate street and transportation improvements with the City's overall development and environmental objectives, ensuring that transportation upgrades enhance connectivity between residential, commercial, and recreational areas.	OG	ST, OG	CC, PC	LF, PF

Priority: IM = Immediate, OG = Ongoing  
 Time Frame: IM = Immediate (within a year), ST = Short-Term (1-3 years), MT = Medium-Term (3-5 years), LT = Long-Term (more than 5 years), OG = Ongoing  
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Figure 4.4 Goal 4 Action Plan

**Goal #4: Economic Development**

*Hudson will attract well-designed retail, service, and industrial businesses to suitable locations within the community.*

<b>Objective E1. Encourage high standards for site and building design by involving property owners in redevelopment and maintenance. standards to create walkable and welcoming building frontages that create a sense of place.</b>				
	Priority	Time Frame	Partnerships	Funding
Design Review Process: Implement a formal design review process for new developments and significant renovations, ensuring that architectural standards reflect the community's aesthetic and character.	IM	IM, OG	CC, PC	LF, PF
Streetscape Investment: Actively maintain and enhance streetscapes in Downtown and surrounding areas, focusing on high-quality landscaping, signage, street furniture, and lighting to create an attractive and welcoming environment.	IM, OG	ST	CC, B	LF, PF, D
<b>Objective E2. Offer flexible zoning options to help property owners and tenants upgrade existing non-residential sites.</b>				
	Priority	Time Frame	Partnerships	Funding
Planned Unit Development (PUD) Ordinance: Adopt a Planned Unit Development ordinance that allows for more flexible zoning requirements, encouraging creative site designs while maintaining compatibility with surrounding areas.	OG	ST	PC	LF
Streamlined Zoning Process: Create a simplified and clear process for rezoning properties in line with the Master Plan to make it easier for property owners to invest in site upgrades.	IM	IM	CC, PC	LF
Mixed-Use Zoning Options: Allow flexible mixed-use zoning in key areas to accommodate both retail and residential uses, encouraging vibrant, walkable communities.	IM	IM	CC, PC	LF
<b>Objective E3. Focus new industrial development in the industrial park and nearby areas using incentives and appropriate zoning.</b>				
	Priority	Time Frame	Partnerships	Funding
Targeted Marketing of Industrial Park: Actively market the industrial park to targeted industries through outreach, promotional materials, and regional economic development partnerships.	OG	ST, MT	CC, PC	LF
Incentive Programs for Industrial Development: Offer tax incentives, grants, or low-interest loans to businesses willing to relocate to or expand in the industrial park.	OG	ST, MT	CC, PC, B	LF, PF, G, P
Sector-Specific Clusters: Focus on attracting specific industries (e.g., manufacturing, tech, logistics) to build a cluster of businesses that can benefit from shared resources and supply chains.	OG	ST, MT	CC, PC, B	LF, PF, P
<b>Objective E4. Continue converting outdated or underused industrial areas into office, research, or technology spaces that support diverse employment and entrepreneurship.</b>				
	Priority	Time Frame	Partnerships	Funding
Zoning for Adaptive Reuse: Revise the zoning ordinance to encourage the conversion of obsolete industrial properties to office, research, and technology spaces, including flexible use zoning that allows for mixed-use developments.	OG	ST, MT	CC, PC	LF, PF, P
Business Incubator Programs: Establish or partner with business incubators to attract and nurture small businesses, startups, and entrepreneurs in the office/research/technology sector.	IM, OG	ST, MT	CC, PC, B, EX	LF, PF, P

Figure 4.4 Goal 4 Action Plan

**Goal #5: Historic Assets**

*Hudson will promote its historic identity by highlighting landmarks like the Downtown, Carnegie Library, and the railroad viaduct over Bean Creek.*

Objective H1. Follow the design guidelines in the "Hudson Plan" from 2017				
	Priority	Time Frame	Partnerships	Funding
Adopt & Enforce Design Guidelines: Ensure that design criteria from the Hudson Plan are formalized as clear design guidelines for all new development and renovations, particularly for the historic district.	IM, OG	IM, ST	CC, PC, B HO	LF
Develop Preservation Guidelines: Collaborate with preservation experts to develop clear guidelines for the adaptive reuse of historic buildings, ensuring that renovations maintain the building's historic character.	IM	ST	CC, PC, B, HO, EX	LF, PF, G, P
Objective H2. Maintain and restore historic buildings and landmarks				
	Priority	Time Frame	Partnerships	Funding
Historic Preservation Grants & Incentives: Establish a program offering grants, low-interest loans, or tax incentives for property owners who maintain, restore, or rehabilitate historic buildings.	OG	MT, LT	CC, PC, HO, B	LF, PF, G, P
Partnerships with Preservation Organizations: Collaborate with local, state, and national preservation organizations to access resources, expertise, and funding for historic preservation projects.	OG	ST	CC	LF, PF, P
Create a Historic Building Inventory: Conduct a comprehensive survey and inventory of historic buildings to prioritize rehabilitation efforts and identify buildings at risk of deterioration.	IM	IM, ST	CC, PC	LF, PF, G
Objective H3. Restore and improve access to the historic railroad viaduct over Bean Creek, integrating it into the trail system and using it as a key part of the eastern gateway to downtown.				
	Priority	Time Frame	Partnerships	Funding
Historic Rail Viaduct Renovation Plan: Develop a comprehensive plan to rehabilitate and restore the railroad viaduct, focusing on structural integrity, aesthetic improvements, and public safety.	IM	IM, ST	CC, EX	LF, PF, G
Trail Integration: Design the viaduct as a key feature of the trail system, ensuring that it connects seamlessly to other trails and pedestrian paths, enhancing its role as a gateway to downtown.	IM	ST, MT	CC, EX	LF, PF
Celebrate the Viaduct as an Icon: Host events, festivals, or tours that focus on the viaduct and its historical connection to the railroad, drawing attention to this key asset.	OG	IM, ST	CC, EX	LF, PF, D

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**Goal #5: Historic Assets, continued.**

Objective H4. Preserve downtown's historic character, especially in the historic district, by using a special zoning area focused on historic preservation.				
	Priority	Time Frame	Partnerships	Funding
Establish a Historic Overlay Zone: Create a historic overlay zone that sets specific development regulations for the historic district, ensuring that new construction and renovations respect the district's unique architectural features.	IM	IM	PC	LF
Downtown Mixed-Use Zoning: Implement a mixed-use zone in downtown that encourages the adaptive reuse of historic buildings for residential, commercial, and retail purposes, while maintaining the character of the area.	IM	IM	PC, B	LF
Infill Development Guidelines: Encourage infill development that aligns with the historic character of downtown, focusing on scale, materials, and design that complement the surrounding historic architecture.	IM, OG	ST	PC	LF
Adaptive Reuse of Historic Buildings: Promote the adaptive reuse of historic buildings by streamlining zoning and permitting processes for projects that preserve the historic fabric while meeting modern needs.	OG	MT, LT	CC, PC, B	LF, PF, P, G

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Figure 4.6 Goal 6 Action Plan

**Goal #6: Natural Resources**

*Hudson will preserve its parks and open spaces and encourage appreciation of the city's natural beauty.*

Objective NR1. Maintain and preserve Hudson's current park space.				
	Priority	Time Frame	Partnerships	Funding
Park Preservation Fund: Create a dedicated fund or apply for grants to address ongoing park maintenance, upgrades, and preservation efforts.	OG	MT, LT	CC	LF, G, D
Community Volunteer Programs: Establish community volunteer programs for park clean-up events, tree planting, and landscaping projects to foster community pride and involvement.	OG	ST	CC	LF, G, D
Objective NR2. Improve access to Bean Creek with trails and recreational features.				
	Priority	Time Frame	Partnerships	Funding
Trail Development & Connectivity: Build or improve trails that directly connect to Bean Creek, enhancing universal accessibility to pedestrian, bike, and recreational access to the waterway.	OG	MT	CC	LF, G
Access Points & Signage: Create designated access points to Bean Creek with clear signage, parking areas, and pathways that guide visitors to the creek and surrounding parkland.	IM, OG	ST	CC	LF, G
Objective NR3. Protect open space, especially along Bean Creek and on the southeast side of the city.				
	Priority	Time Frame	Partnerships	Funding
Green Buffer Zones: Establish green buffer zones along key waterways, including Bean Creek, to protect water quality, improve wildlife corridors, and provide passive recreational spaces for the community.	IM, OG	ST	CC, PC	LF
Objective NR4. Seek state and federal funding to expand the city's non-motorized trails and amenities.				
	Priority	Time Frame	Partnerships	Funding
Collaborate with Regional & State Agencies: Work closely with regional planning organizations, such as the Michigan Department of Natural Resources (DNR) and the Federal Highway Administration, to tap into funding sources designated for parks, trails, and recreational infrastructure.	OG	OG	CC, EX	LF, P
Grant Writing and Applications: Hire or designate a grant writer within the city to pursue state and federal funding for trail construction, park upgrades, and other non-motorized transportation projects.	OG	OG	CC	LF
Public-Private Partnerships for Funding: Leverage partnerships with local businesses and organizations that may be willing to contribute to or sponsor specific trail and park improvements.	OG	OG	CC, EX	LF, P
Objective NR5. Include the 5-year Parks and Recreation Plan in future planning efforts.				
	Priority	Time Frame	Partnerships	Funding
Comprehensive Planning Integration: Ensure that all city planning documents, including zoning ordinances, infrastructure plans, and capital improvement projects, align with the goals and priorities of the Parks and Recreation Plan.	IM	IM, ST	CC, PC	LF

Figure 4.7 Goal 7 Action Plan

**Goal #7: Planning and Community Development**

*Hudson will ensure continuous community planning and follow through on the Master Plan's implementation.*

Objective P1. Review and update the Master Plan every five years to keep up with changes, redevelopment opportunities, and community needs.NR1. Maintain and preserve Hudson's current park space.				
	Priority	Time Frame	Partnerships	Funding
Establish a Master Plan Review Committee: Form a committee with representatives from the city government, planning commission, business community, and residents to guide the update process and ensure broad input.	OG	MT, OG	CC, PC	LF
Track Progress & Implement Changes: Regularly evaluate the progress of the existing Master Plan and incorporate changes or new priorities based on the city's growth, redevelopment opportunities, and emerging trends.	OG	IM, OG	CC, PC	LF
Objective P2. Work with nearby communities, counties, school districts, and organizations to share information on development, redevelopment, and other mutual interests like community services and conservation.				
	Priority	Time Frame	Partnerships	Funding
Establish Collaborative Planning Groups: Create collaborative planning groups that include neighboring municipalities, counties, school districts, and community organizations to discuss joint issues, share information, and plan for regional development.	IM, OG	ST, OG	CC, PC	LF, P
Regional Funding Applications: Collaborate on regional funding applications for large-scale projects, such as transportation improvements, green space development, or infrastructure upgrades that span multiple jurisdictions.	OG	ST, OG	CC, PC	LF, G, P
Objective P3. Update the zoning ordinance to align with the recommendations of this plan.				
	Priority	Time Frame	Partnerships	Funding
Conduct Comprehensive Zoning Review: Form a task force or working group to review the current zoning code and identify areas where it needs to be updated to align with the Master Plan.	IM, OG	IM, OG	CC, PC	LF
Zoning Audit: Conduct a thorough audit of the current zoning ordinance to identify inconsistencies or outdated provisions that need to be revised in line with the updated Master Plan.	IM, OG	IM, OG	CC, PC	LF
Regular Zoning Updates: Schedule regular zoning updates, ensuring the zoning ordinance remains flexible and adaptable to changing community needs and economic conditions over time.	OG	OG	CC, PC	LF
Objective P4. Use the Capital Improvement Program to fund aspects of the Master Plan. Seek state and federal funding to expand the city's non-motorized trails and amenities.				
	Priority	Time Frame	Partnerships	Funding
Align CIP with Master Plan Priorities: Ensure that the Capital Improvement Program (CIP) is closely aligned with the goals and projects outlined in the Master Plan, prioritizing infrastructure and development projects that further the city's vision.	OG	OG	CC	LF
Explore Funding Sources: Identify a variety of funding sources for CIP projects, including local revenue (taxes, bonds), state and federal grants, private-public partnerships, and philanthropic contributions.	OG	OG	CC	LF, G, D

Figure 4.8 Goal 7 Action Plan Continued

Objective P5. Prioritize transparent communication from the village administration, utilizing multiple methods to reach residents, the business community, and visitors.	Priority	Time Frame	Partnerships	Funding
<b>Use Multiple Communication Channels:</b> Share information through a mix of digital (website, social media, email) and traditional (newsletters, bulletin boards, local newspapers) methods to reach all audiences—residents, businesses, and visitors.	IM, OG	OG	CC	LF
<b>Encourage Two-Way Communication:</b> Create regular opportunities for community input through public meetings, surveys, and online feedback tools. Respond to questions and concerns to build trust and engagement.	IM, OG	OG	CC	LF

Priority: IM = Immediate, OG = Ongoing  
 Time Frame: IM = Immediate (within a year), ST = Short-Term (1-3 years), MT = Medium-Term (3-5 years), LT = Long-Term (more than 5 years), OG = Ongoing  
 Partnerships: CC = City Council, PC = Planning Commission, HO = Homeowners, B = Businesses, EX = External Partners  
 Funding Source: LF = Local Funds, PF = Private Funds, G=Grants, P=Partnerships, D=Donations

**Legend**

**Priority**

**IM (Immediate):**

Actions that address urgent community needs or foundational steps necessary to support other goals.

**OG (Ongoing):**

Efforts that require continuous attention or regular updates to remain effective.

**Timeframe**

**IM (Immediate – within a year):**

Quick-win projects that can be completed using current capacity or funding.

**ST (Short-Term – 1–3 years):**

Early-stage implementation activities or pilot programs that build momentum.

**MT (Medium-Term – 3–5 years):**

Projects requiring more coordination, funding, or phased rollout.

**LT (Long-Term – more than 5 years):**

Larger, transformative initiatives that rely on long-term planning and funding commitments.

**OG (Ongoing):**

Represents actions that are not time-limited but instead require continual support.

**Partnerships**

**CC (City Council):**

Adoption of new zoning ordinances, approval of capital improvement budgets, policy direction for downtown revitalization.

**PC (Planning Commission):**

Review and recommendation of site plans, updates to the master plan, engagement in visioning sessions for future land use.

**Partnerships (cont.)**

**HO (Homeowners):**

Participation in neighborhood improvement initiatives, historic preservation efforts, maintenance of residential streetscapes or vacant lots.

**B (Businesses):**

Sponsorship of community events, storefront façade improvements, involvement in local economic development programs.

**EX (External Partners):**

Collaboration with regional planning agencies, land conservancies, universities, nonprofit housing developers, or state departments.

**Funding Sources**

**LF (Local Funds):**

City budget allocations, tax increment financing (TIF), general fund expenditures for public infrastructure improvements.

**PF (Private Funds):**

Investments from property developers, business sponsorships, or private-sector contributions to public amenities.

**G (Grants):**

State or federal programs such as MEDC Redevelopment Ready Communities, or grants from the Michigan Natural Resources Trust Fund.

**P (Partnerships):**

Joint funding between the city and other stakeholders, including cost-sharing agreements with nonprofits or intergovernmental collaboration.

**D (Donations):**

Contributions from residents, philanthropic foundations, or civic groups for parks, public art, or community programming. but instead require continual support.



**Market House**  
Credit: LDR LA

## Aligning Land Use and Zoning

For this Master Plan to be successful, the action plan must align closely with existing land use and zoning regulations to ensure the feasibility and long-term success of proposed initiatives. Strategic goals—such as revitalizing the downtown, enhancing residential neighborhoods, or promoting historic overlays—should be grounded in the city’s current zoning ordinances and future land use maps.

For example, targeted redevelopment in the central business district must comply with commercial zoning codes while encouraging adaptive reuse and infill development that supports walkability and economic vitality. Similarly, plans for expanding green space or residential areas must consider the density allowances and permitted uses within each zoning classification. By integrating the implementation timeline with land use and zoning frameworks, Hudson can streamline approvals, minimize land use conflicts, and create a more cohesive path toward sustainable growth and community revitalization.

## Existing Land Use Classifications: City-Wide

Land use classifications are assigned to parcels, which illustrate how the land is currently being used. An existing land use map is different from a zoning map; a zoning map provides the context as to what types of uses are permitted within a given district (zone), while the existing land use map illustrates the current function of a given parcel of land.

Existing, city-wide land use classifications are shown via map in Figure 4.9. The land uses are generally described in the 2017 Master Plan as:

### 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.

### Historic In-Town Residential

Hudson’s core residential neighborhoods are characterized by a traditional grid layout, older housing stock, and a dense configuration. This layout encourages social interaction, walkability, and a sense of safety—all qualities that should be preserved and enhanced where possible.

To extend these benefits to other parts of the city, particularly north of downtown, infill development and pedestrian improvements should be pursued. Accessory dwelling units (ADUs), such as in-law suites or above-garage apartments, may also be appropriate, provided they do not compromise the neighborhood’s character.

The current In-Town Residential Area is roughly bounded by Main Street to the north, Pleasant Street to the south, and Oak and Market Streets to the west and east. The area north of downtown, between Railroad Street, Willow Street, West Street, and Bean Creek, should be a focus for proactive improvements to mirror the qualities of the established in-town areas.

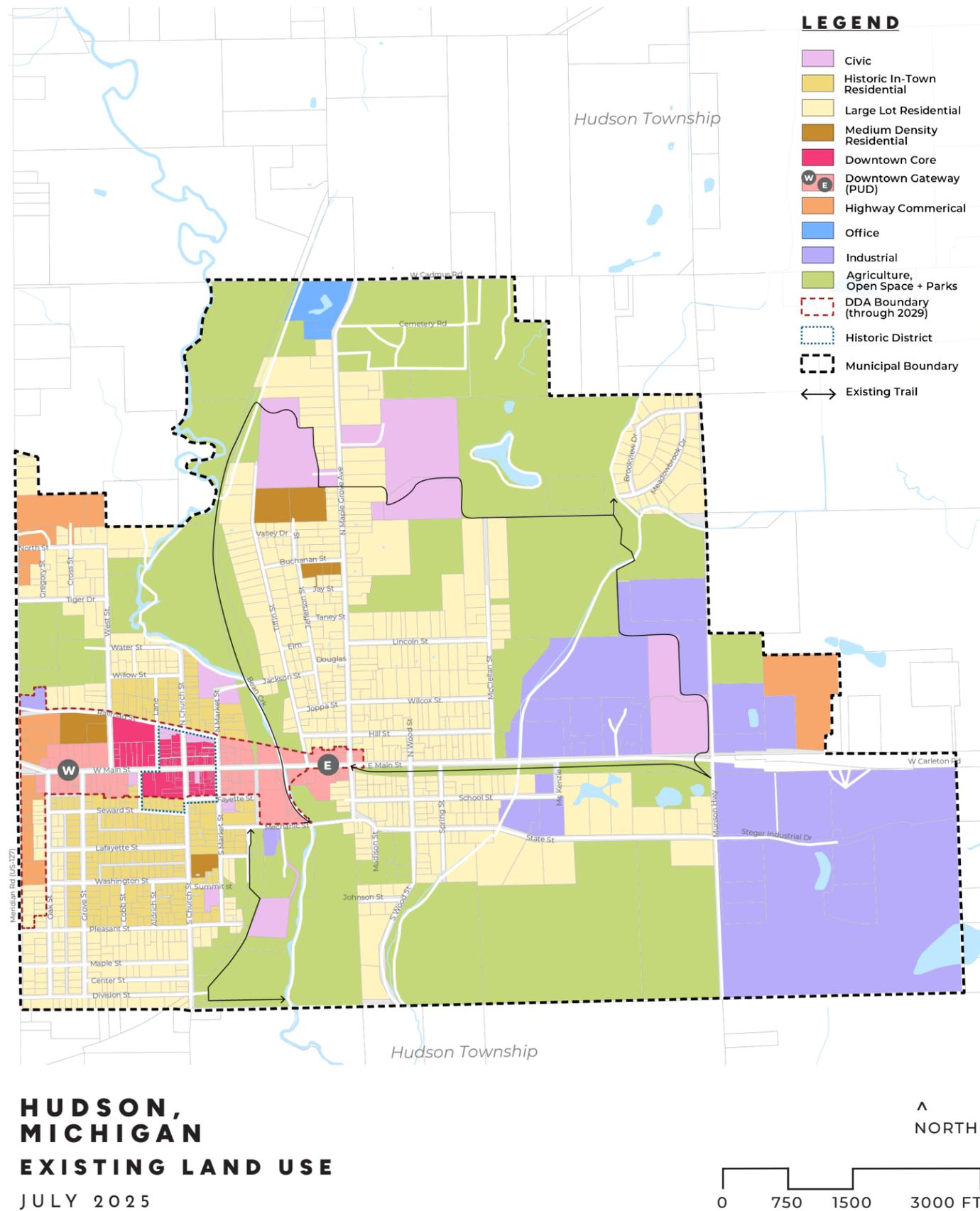
### Large Lot Residential

Hudson’s outlying residential areas are less formally structured. These neighborhoods typically feature large lots, narrow streets without sidewalks, and varied housing styles. In many places, vacant lots are common. These areas are defined by mature trees and open green space, which provide a distinct charm and need not be drastically altered. Nonetheless, pedestrian and streetscape improvements should be implemented to enhance safety and walkability. Infill development on vacant lots within built-up areas should be encouraged prior to the use of undeveloped natural land. Development requirements should be reviewed to ensure that building on existing residential lots is easier and more attractive than expanding outward.

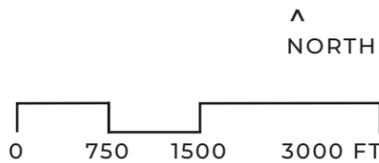
### Medium Density Residential

Multi-family housing is limited in Hudson. The Plan recommends keeping such development within

**FIGURE 4.9 Existing land use map**  
Credit: Lenawee County GIS, LDR LA



**HUDSON,  
MICHIGAN**  
**EXISTING LAND USE**  
JULY 2025



areas where apartment buildings currently exist or where zoning already permits multi-family use. These include locations such as the intersections of West and Railroad Streets, the corner of Jefferson and Buchanan Streets, and the north end of Tiffin Street.

### Downtown Core

Downtown Hudson includes more than the retail corridor along Main Street. It also encompasses public institutions, churches, schools, and other civic uses that form the community's historic and cultural heart. This land use district extends from West Street to Bean Creek, and from Railroad Street to Fayette Street.

### Highway Commercial

Highway commercial areas are located along major roadways and serve both local and pass-through traffic. These areas are auto-oriented and typically feature retail uses. Hudson's highway commercial district runs along US-127. While the retail stores at Main Street and West Street are similar in function, they are classified as "Downtown" due to their proximity to the city's central business district.

### Downtown Gateway

Flanking downtown Hudson to the east and west along Main Street are two transitional mixed-use gateway districts that make lasting impressions on visitors.

The western gateway features mainly residential buildings, is zoned for office uses, and is noted for its striking architecture and mature tree canopy. It forms a scenic entry into downtown.

The eastern gateway includes small businesses near Main Street and Maple Grove Avenue, industrial uses, retail shops, and a historic railway viaduct. Although it currently lacks a cohesive identity and suffers from higher vacancy rates, the area is a vital connection between downtown and the city's east side. With targeted development, this district can develop a unique charm that rivals its western counterparts.

### Office

Hudson has a limited number of areas dedicated exclusively to office uses. Notably, one district lies at Maple Grove Avenue and Cadmus Road, in the northern part of the city.

### Industrial

Industrial uses are mainly concentrated in the eastern part of Hudson, particularly around the industrial park. Future industrial development—especially uses that generate noise, truck traffic, or other impacts—should continue in this area. Some historic industrial uses remain along Bean Creek, south of Main Street. Over time, these uses should be phased out in favor of adaptive reuse or green space enhancements.

### Agriculture, Open Space and Parks

Open spaces and agricultural lands—especially those along the city's edge and Bean Creek—should be protected by prioritizing reuse over outward expansion. There is sufficient capacity for residential development near the city center without encroaching on natural or agricultural lands. The City continues to invest in parklands and open spaces as vital assets for community engagement and recreation.

### Downtown Historic District Existing Land Use Classifications

As outlined in the 2017 Master Plan, the land use designations in the Downtown Historic District (Figure 4.10) differ slightly from those in the broader citywide Land Use Map. This distinction reflects the more complex and nuanced conditions present in downtown Hudson. Generally, buildings are classified based on the use of the ground-floor storefront, as upper floors are often vacant or underutilized and therefore more difficult to assess accurately. Because ground-floor uses have a more immediate impact on the streetscape, pedestrian activity, and economic vitality, they serve as the primary basis for land use categorization in the downtown area.

**FIGURE 4.10** Historic district land use detail  
Credit: Lenawee County GIS, LDR LA



The categories for residential, industrial, medical, civic, civic (church), and park land uses remain unchanged in the downtown context. However, commercial land uses are further subdivided into more specific categories to better reflect the diversity of activity within the downtown core. These categories are described below:

**Retail**

Retail uses involve the sale or distribution of goods and services and represent the predominant land use within Hudson’s downtown commercial district. This corridor begins in the west near Howard Street—anchored by the Market House and other small businesses—and extends east along both sides of Main Street beyond Market Street. Additional retail uses are found along adjacent streets such as Church, Market, and Fayette.

**Office**

Office uses include professional and service-based establishments such as law firms, tax preparers, and media outlets. These uses are generally interspersed among retail spaces throughout downtown. A notable concentration of offices is located along the south side of Main Street near Church Street. Prominent examples include the Post-Gazette newspaper and the offices at the corner of Market and Church Streets.

**Vacant Building**

Vacant buildings are those without any active storefront use. The City of Hudson has done a great job activating most downtown buildings with occupied ground floors in recent years, however some storefronts remain empty. A prominent vacancy is the series of storefronts on the southwest corner of Main and Market Streets—whose inactivity disrupts retail continuity and weakens the vibrancy of the surrounding block. Additional clusters of vacant storefronts exist near the eastern edge of downtown on the north side of Main Street.

**Vacant Lot**

Vacant lots refer to parcels where buildings have been demolished and not replaced. These are relatively rare in downtown Hudson. The most significant example is at the northwest corner of Main and Market Streets, where multiple buildings were lost to fire and the site remains undeveloped.

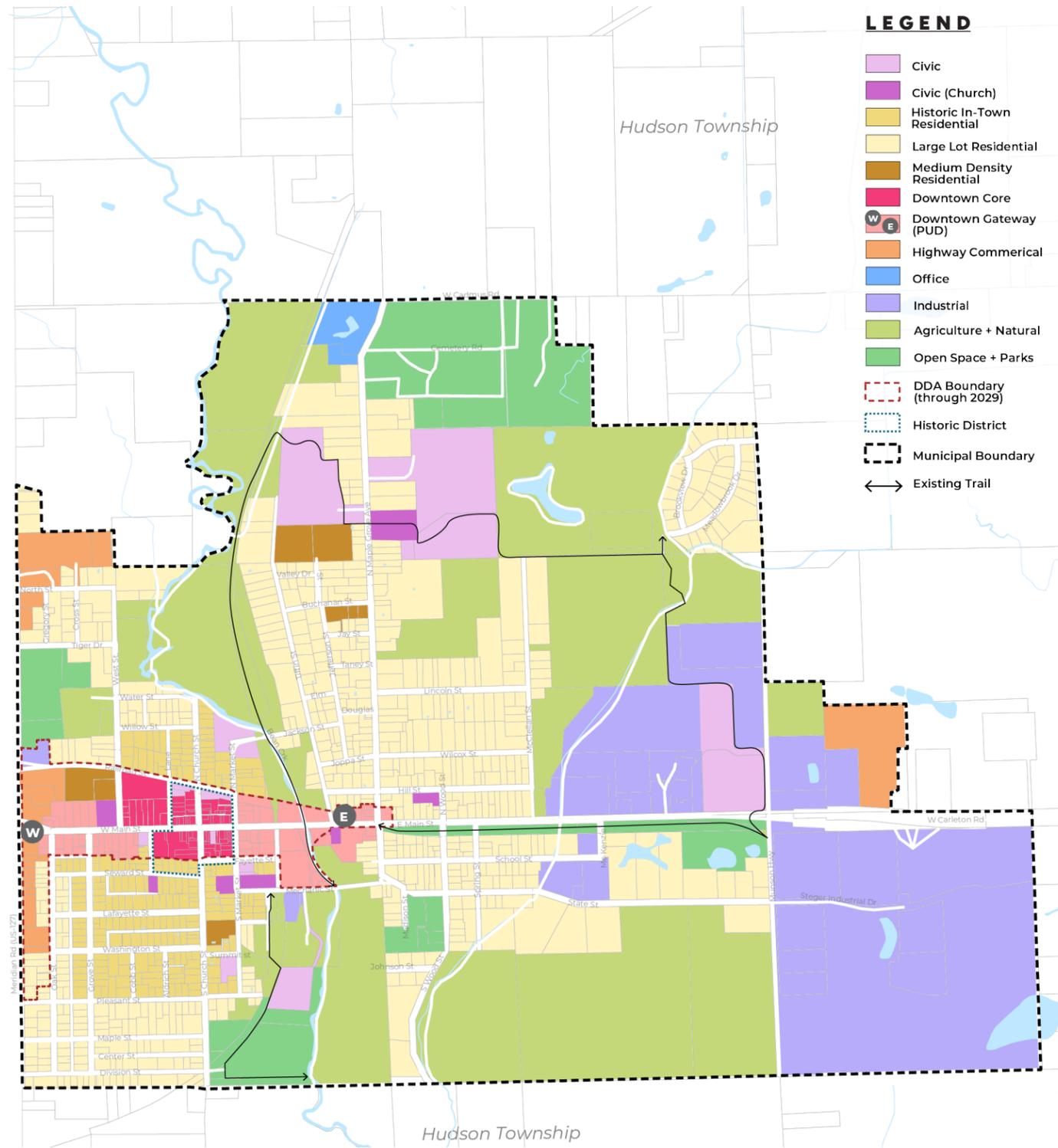
**Parking**

On-street parking is available throughout the downtown corridor, beginning west of Howard Street and extending east beyond Market Street. This convenient and visible parking supports both patrons and business owners without the need for expansive surface lots. In addition to on-street options, mid-block parking lots are located behind Main Street businesses and are accessible via side streets. A few larger establishments, such as the Market House and Old National Bank are served by adjacent suburban-style parking lots.

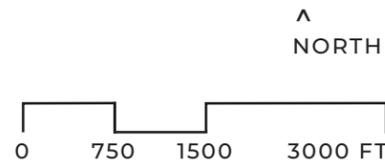
**FIGURE 4.11** Future land use categories by area

Land Use Category	Parcels	Acres	Percent of Total Land Area
<b>Residential Land Uses</b>			
In-Town Residential	205	47.7	3.8%
Large Lot Residential	661	318.3	25.7%
Multiple Family	7	10.6	.8%
<b>Non-Residential Land Uses</b>			
Downtown Commercial	62	6.4	.5%
Highway Commercial	36	24.3	1.9%
Industrial	32	125.3	9.9%
Medical	4	8.3	.7%
<b>Public and Semi-Public Land Uses</b>			
Civic	15	58.4	4.6%
Church	7	9.4	.7%
Parkland / Cemeteries	9	90.8	7.2%
Nature / Agriculture	45	564.6	44.5%

**FIGURE 4.12 Future Land Use Map**  
Credit: Lenawee County GIS, LDR LA



**HUDSON,  
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**FUTURE LAND USE PLAN**  
JULY 2025



**Future Land Use Plan**

The Future Land Use Plan serves as a guide for Hudson’s vision. The section below 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.

**Future Land Use Classifications**

Future land use is shown by type and percentage in Figure 4.11 and via map in Figure 4.12. The future land use map contains the following land use classifications that remain from the 2017 Master Plan:

- *Historic In-Town Residential*
- *Large Lot Residential*
- *Medium Density Residential*
- *Downtown Core*
- *Highway Commercial*
- *Downtown Gateway*
- *Office*
- *Industrial*

The classifications that have been adjusted for 2025 include the following:

- *Agriculture, Open Space and Parks*  
The future land use plan acknowledges that Agriculture, Open Space and Parks serve different functions, have different management requirements, and support different community goals and thus will become their own distinct categories: Agriculture, Open Space and Parks.
- *Civic*  
The Future Land Use Plan acknowledges that “church” or “religious institution” is typically included under the broader “Civic” land use category. However, due to its distinct functional, spatial, and zoning characteristics, “Religious Institution” will be identified as a specific subset within the Civic designation.

**Zoning Plan**

A Zoning Plan is required under both the Michigan Planning Enabling Act and the Michigan Zoning Enabling Act. Specifically, Section 33(d) of the Michigan Planning Enabling Act (Public Act 33 of 2008, as amended) mandates that the Master Plan serve as the foundation for the City’s Zoning Plan. Likewise, the Michigan Zoning Enabling Act (Public Act 110 of 2006, as amended) requires that a zoning plan be developed to guide the zoning ordinance and any proposed amendments.

The Zoning Plan identifies the zoning districts that most appropriately support and implement the vision outlined in the Future Land Use Map. When reviewing rezoning (map amendment) requests, this plan should be used as a reference to determine whether the proposed district aligns with the goals and intent of the Master Plan. In certain cases, the creation of a new zoning district may be the most effective way to realize the desired outcomes of the Future Land Use Plan. A list of current zoning districts included in the City of Hudson’s zoning ordinance is listed in Figure 4.13.

**FIGURE 4.13**  
Existing zoning districts

Code	Zoning District
AG-1	Agricultural district
R-1	Single-family residential district
R-2	Two-family residential district
RM-1	Medium density residential district
O-1	Office district
C-1	General commercial district
C-2	Highway service commercial district
I-1	Light industrial district
I-2	General industrial district

**Existing Zoning Classifications**

The Zoning ordinance includes the following zoning classifications, many of which have been carried forward from the 2017 Master Plan:

- Agricultural (AG-1)**  
 Much of Hudson’s vacant land is zoned AG-1, which permits agricultural uses and single-family residential development. This classification helps preserve open land while allowing limited low-density housing.
- Single Family (R-1)**  
 The R-1 district allows for single-family dwellings and appropriate accessory uses. It is the preferred designation for “Large Lot” residential areas, emphasizing low-density development. Consideration should be given to rezoning all residential parcels in these areas to R-1 for consistency.
- Two-Family Residential (R-2)**  
 Both R-1 and R-2 districts permit single-family dwellings, but R-2 additionally allows two-family housing. In-Town residential areas should maintain their character while accommodating moderate density. R-2 zoning supports this goal and, with Conditional Use approval, could also permit accessory dwelling units (ADUs).
- Medium Density Residential (RM-1)**  
 The RM-1 district is intended for multi-family housing, though this use is currently limited in Hudson. RM-1 is best used as a transitional zone between single-family neighborhoods and commercial districts, particularly near highway commercial corridors. Natural or undeveloped areas are not appropriate for this type of density.
- Office (O-1)**  
 O-1 zoning is applied to properties along US-127 near North Street, as well as the emerging office node near Maple Grove Avenue and Cadmus Road. Existing regulations are appropriately flexible and support the intended character of these areas.

- General Commercial (C-1)**  
 The C-1 district covers most of downtown’s future land use area and permits a mix of residential and commercial uses consistent with the historic character of the area. However, existing zoning provisions lack tools for historic preservation. Future updates could include a Historic Preservation Overlay or a new zoning designation to better protect historic structures.
- Highway Commercial (C-2)**  
 C-2 zoning governs the US-127 retail corridor and appropriately regulates highway-oriented commercial development. It supports larger-scale retail and service uses with auto access as a primary design consideration.
- Light Industrial (I-1)**  
 The I-1 district serves as a transitional buffer between General Industrial (I-2) zones and non-industrial uses. It is best applied to the edges of industrial areas, including undeveloped land on Hudson’s east side.
- General Industrial (I-2)**  
 I-2 zoning accommodates heavier industrial uses and aligns well with the Future Land Use Plan. These areas should remain focused on manufacturing, processing, and other intensive industrial activities.

**New Zoning Classifications:**

- Parks and Recreation (PR)**  
 The PR district is intended for actively maintained recreational spaces, including community parks, trails, and facilities.
- Open Space (OS)**  
 The OS classification supports the protection and preservation of natural landscapes, particularly along Bean Creek. This zoning helps maintain ecological functions, scenic value, and water quality through protective setbacks and limited disturbance. Cemeteries are included in this designation.

- Institutional (IN)**  
 The IN classification supports civic areas for public or semi-public facilities that serve the community’s health, education, safety, cultural, and religious needs. These are typically non-commercial and non-residential spaces that play a civic or social support role in a community.
- Mixed Use (MU)**  
 A Mixed-Use (MU) land use designation supports a blended pattern of development that encourages the integration of residential, commercial, civic, and sometimes light industrial uses within a walkable, compact environment. The goal of mixed-use planning is to create vibrant, multifunctional districts that support economic vitality, reduce vehicle dependence, and promote a strong sense of place. This designation would be utilized for the downtown core area.

**Proposed Zoning Classifications Not Yet Adopted**

- Planned Unit Development (PUD)**  
 While not currently part of Hudson’s zoning ordinance, a PUD district could facilitate creative, master-planned developments aligned with the Master Plan. A PUD allows for flexibility in land use, layout, and design, while giving the City more oversight. A key opportunity area for a future PUD is the East Gateway along both sides of Main Street. This location could support a mix of commercial, residential, and business incubator spaces, with pedestrian-oriented improvements.
- Historic Preservation Overlay (HPO)**  
 Although the C-1 district allows mixed-use development, it does not provide strong protections for historic buildings. An HPO district could safeguard architectural character through specific design guidelines and review processes. This overlay should align with the boundaries of Hudson’s existing Historic District to reinforce preservation efforts.

A list of recommended amendments to the zoning districts to align with the future land use plan are listed in Figure 4.14.

**FIGURE 4.14**  
 Amended zoning districts

Land Use Category	Parcels
Downtown Core (Amended)	C-1 General Commercial, MU-2 Mixed Use Urban Core, Historic Preservation Overlay (HPO)
Highway Commercial	C-2 Highway Service Commercial, I-1 Light Industrial
Historic In-Town Residential	R-1 Single Family Residential, R-2 Two-Family Residential
Large-Lot Residential	R-1 Single Family Residential
Medium Density Residential	RM-1 Medium Density Residential, MH-1 Mobile Home Park, New PUD District
Community Gateways	C-1 General Commercial, O-1 Office, New PUD District
Civic (New)	IN-Institutional District
Office	O-1 Office District
Industrial	I-1 Light Industrial, I-1 General Industrial, O-1 Office
Agriculture / Natural	AG-1 Agriculture
Open Space (New)	OS Open Space, for areas designated as cemetery or protected
Parks and Recreation (New)	PR Parks and Recreation, for areas designated as park or recreation land



**Hudson's Civic Pride**  
Credit: LDR LA

## Implementation Tools

Future land use maps, zoning maps and zoning ordinances are a few of the regulatory mechanisms used to carry out the policies, recommendations, and goals of the Master Plan. Their purpose is to turn the vision of the plan into reality through governance, regulation, and process. Additional implementation tools include:

### **Capital Improvement Plans (CIPs)**

A Capital Improvement Plan is a multi-year roadmap that prioritizes and schedules major public investments in physical infrastructure. These include large, non-recurring expenditures like roads, bridges, sidewalks, water and sewer systems, parks, public buildings, and even streetscape enhancements. Hudson currently has an active CIP.

### **Design Guidelines**

Design guidelines are written criteria or standards that guide the appearance, scale, and layout of new buildings, renovations, or public spaces. They can be voluntary (advisory) or regulatory (enforced through zoning or overlay districts). A set of design guidelines was adopted in the 2017 Master Plan and can be found in the Appendices of this document.

## Economic Development Tools

Many communities have successfully advanced economic development by establishing specialized entities to guide the revitalization of specific areas or property types. The tools and bodies outlined below are examples of strategies that could be applied in Hudson.

Many of these organizations have the ability to use Tax Increment Financing (TIF)—a powerful public financing tool. When a TIF district is created, the current state equalized value (SEV) of property within the district is recorded. In subsequent years, any property tax revenue generated from increases in SEV (above the base value) is captured by the TIF. This captured revenue is used to fund public improvements within the district, while the City's general fund continues to receive tax revenues based on the base SEV, ensuring it is not negatively impacted.

### **Downtown Development Authority (DDA)**

A DDA is a nonprofit development corporation designed to promote a vibrant environment for businesses and residents while supporting economic development initiatives. DDAs may use a range of financing tools, including TIF, bond issuance, and contributions from public and private sources. Hudson currently has a DDA, but it does not have the ability to use the TIF currently. The DDA will dissolve in 2029, unless the TIF can be collected again. Determining a path forward to reestablish the DDA and to utilize TIF could be a strategic move for downtown revitalization.

### **Corridor Improvement Authority (CIA)**

Authorized by 2005 legislation, CIAs focus on revitalizing aging commercial corridors outside of existing DDA boundaries. CIAs can use TIF and undertake a wide variety of economic development and infrastructure improvement activities. Although Hudson's existing DDA boundaries are broad, limiting immediate opportunities for a CIA, this tool could become valuable as the City's development needs evolve.

### **Brownfield Redevelopment Authority (BRA)**

A BRA supports the cleanup and redevelopment of contaminated or obsolete properties. Eligible expenses include environmental remediation, demolition, and even construction of protective infrastructure. Hudson does not have an active BRA, but may create one to position the City to respond proactively if former industrial properties become underutilized or require redevelopment in the future.

### **Principal Shopping District/Business Improvement District (PSD/BID)**

A municipality may create a Downtown Management Board to oversee ongoing services within a Principal Shopping District. These may include marketing efforts, public relations, and small-scale improvements like pedestrian amenities or signage. While TIF is not permitted, assessments can be used to fund operations. In Hudson, such an entity could support downtown vitality, although its role may overlap with a future DDA.

### **Commercial Rehabilitation Act**

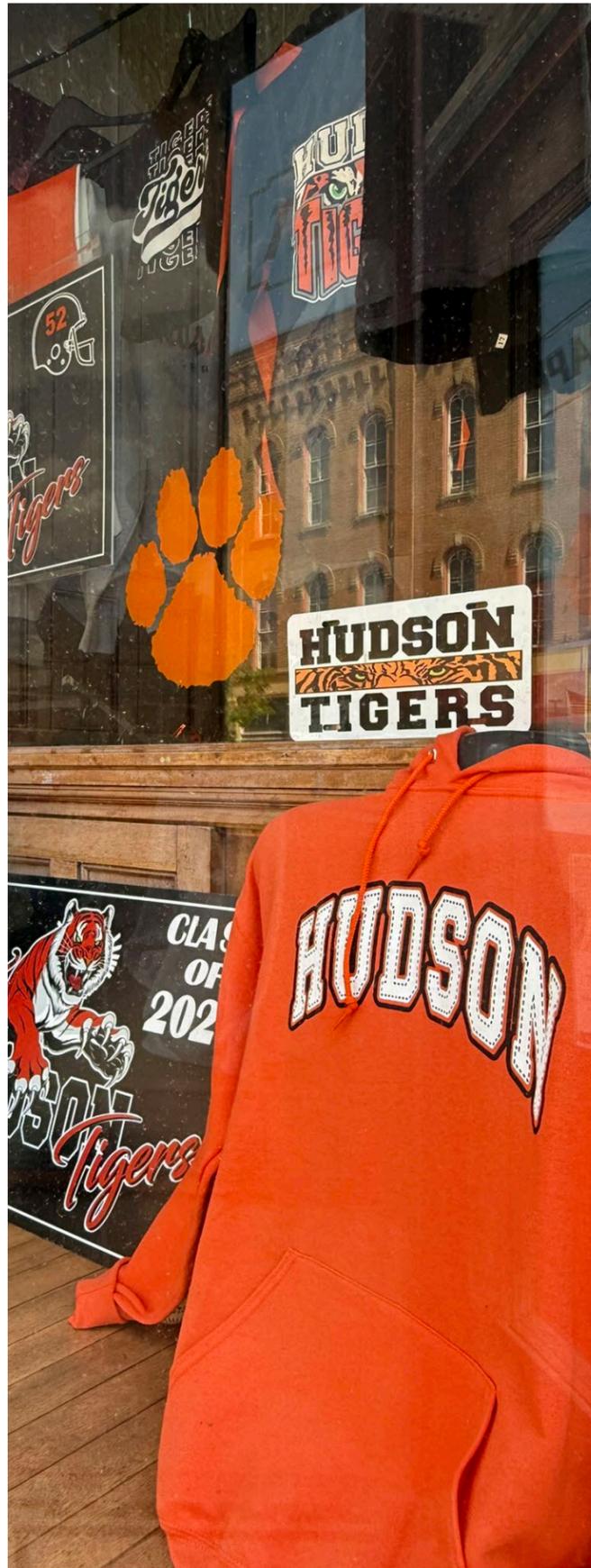
Enacted in 2005, this Act allows local governments to designate rehabilitation districts where commercial properties can receive property tax abatements for one to ten years (excluding personal property and land value). These incentives can spur redevelopment but reduce short-term tax revenues and should be applied strategically.

### **Local Development Financing Authority**

LDFAs are designed to support industrial development, promote economic growth, and prevent unemployment. TIF may be used to fund infrastructure or services that assist manufacturing, agricultural processing, or high-tech industries. Hudson's LDFA was originally created to support the east-side industrial park, and was dissolved in 2014 following the park's completion.

### **Neighborhood Area Improvements Act**

Originally passed in 1949, this Act allows cities to designate neighborhood areas for targeted public improvements aimed at preventing blight. It authorizes



**Activated Storefront**  
Credit: LDR LA

the preparation of neighborhood betterment plans—typically added to the Master Plan as sub-area plans—and provides financing mechanisms such as special assessment districts and improvement bonds.

#### **Historic Preservation Tax Credits**

Most of Downtown Hudson is included in the Hudson Downtown Historic District, which has been on the National Register of Historic Places since 1974. This status opens up funding sources and tax credit programs for both the City and downtown property owners.

#### **Infrastructure Investment**

Securing state or federal funds (such as USDA Rural Development, EDA grants, or Safe Streets for All funding) to upgrade roads, water, sewer, or broadband can unlock future private investment and support long-term development goals.

#### **Apply For State Funding - or Federal Funding, Administered by the State Community Development Block Grants (CDBG)**

CDBG funding, administered by the Michigan State Housing Development Authority (MSHDA) for smaller communities, can be used for infrastructure, housing, and economic development projects that benefit low- to moderate-income residents. It's especially useful for downtown improvements, business incubators, and façade grants.

#### **Michigan Economic Development Corporation (MEDC) Programs**

The MEDC offers a variety of tools, including:

- *Revitalization and Placemaking Grants (RAP):* Funds projects that activate public spaces and support commercial rehab.
- *Community Development Block Grants (CDBG-Economic Development):* Often tied to job creation by private businesses.
- *Redevelopment Ready Communities (RRC):* Certification program that helps cities align development processes with best practices and become more attractive to developers.
- *Business Incubators and Co-Working Spaces* Creating or supporting a small business incubator—especially in repurposed downtown buildings—can help local entrepreneurs thrive. These facilities often provide low-rent workspace, mentorship, and shared services.

#### **Transportation Alternatives Program (TAP)**

TAP is a competitive grant program that funds projects such as non-motorized paths, streetscapes, and historic preservation of transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. These investments support place-based economic development by offering transportation choices, promoting walkability and improving the quality of life. The program uses federal transportation funds designed by Congress for these types of activities. TAP grant funding requires matching funds of at least 20 percent of the eligible project cost, or a higher percent to be considered more competitive.

- <https://www.michigan.gov/mdot/programs/grant-programs/transportation-alternatives>
- <https://www.michigan.gov/mdot/-/media/Project/Websites/MDOT/Programs/Grant-Programs/TAP/TAP-Applicant-Guide>

#### **The Rural Task Force Program**

MDOT awards federal money to rural counties for road and transit improvements. Under the Rural Task Force umbrella, Surface Transportation Program (STP) Rural will fund winning proposals relevant to federal aid; and Transportation Economic Development Fund (TEDF) Category D will fund winning proposals to improve all-season transportation network improvements. These opportunities are only available to municipalities with populations under 5,000 within a county whose population is below 400,000.

- <https://www.michigan.gov/mdot/programs/grant-programs/rural>

#### **The Safe Routes to School Program**

A national movement to make it safe, convenient, and fun for children to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for a healthy lifestyle. In Michigan, the program is sponsored by the Michigan Governor's Council on Physical Fitness and has gained momentum over the past few years. With the passage of the federal transportation legislation in 2005, Michigan's Safe Routes to School program made schools eligible for transportation enhancement funds, providing for infrastructure improvements and education campaigns. The program provides mini grants for programming and major grants to help communities build sidewalks, crosswalks, and other infrastructure. Up to \$300,000 per school is available for infrastructure projects, and up to \$15,000 to create programming around the project. Communities must undergo an in-depth planning process prior to submitting an application. For Major Grants, there are typically three deadlines per year

with the recommendation that applicants get in touch with Grant Coordinators roughly 3 months before each due date.. The Mini Grants deadline is usually in early March. SR2S funding is 100 percent federal; no match is required.

- <https://saferoutesmichigan.org/>
- <https://saferoutesmichigan.org/wp-content/uploads/2016/06/module-1.pdf>

### **The Michigan Natural Resources Trust Fund**

The Michigan Natural Resources Trust Fund (MNRTF) continues to be the primary funding source for parkland acquisition and development. The MNRTF provides funding for the purchase and development of parkland for natural resource based preservation and recreation. Goals of the program are to protect natural resources while providing sensible access, public use and enjoyment; and meet regional, county and community needs for outdoor recreation opportunities, among others. Grant proposals must include a local match of at least 25 percent of the total project cost. There is no minimum or maximum for acquisition projects. For development projects, the minimum funding request is \$15,000 and the maximum is \$300,000. Applications are due in April and August for acquisition projects and April (only) for development projects.

- <https://www.michigan.gov/dnr/buy-and-apply/grants/rec/mnrtf>

### **Land and Water Conservation Fund (LWCF)**

A federal appropriation to the National Park Service, that distributes funds to the Michigan Department of Natural Resources and Environment for development of outdoor recreation facilities. The focus of the program has been on trailway systems and other community recreation needs such as playgrounds, picnic areas, skate parks, ball fields, soccer fields and walking paths. Minimum grant requests are \$30,000 and maximum grant requests are \$500,000. The match percentage must be 50 percent of the total project cost. Applications are accepted throughout

the year, but must be submitted by April 1 to be considered for the following year's grant funds.

- <https://www.michigan.gov/dnr/buy-and-apply/grants/rec/lwcf>

### **The Michigan Recreation Passport Grant Program**

This grant program offers funding for the capital improvement plans and the development of public recreation facilities for local units of government. The primary focus is on improving and renovating existing parks. Minimum grant requests are \$7,500 and maximum requests are \$150,000. The local match obligation is 25 percent of the total project cost. The application deadline is April 1st, with a November grant award announcement. Duration of the grant usually runs three years.

- <https://www.michigan.gov/dnr/buy-and-apply/grants/rec/rec-pp#:~:text=The%20objective%20for%20the%20program,the%20renovation%20of%20old%20facilities.>

### **Apply for Local, Nonprofit and/or Corporate Funding**

**Lenawee Community Foundation** provides grant support to Lenawee county nonprofits. Organizations must be not-for-profit and provide benefit in the areas of civic, cultural, health, education, or social services. Applicant organizations seeking or receiving board-designated grants exceeding \$2,000 in any calendar year must submit an Intent to Apply and complete a precertification process thirty days prior to the due date of any grant for which the nonprofit would like to apply. Area "community grants" are due August 1, with a notification date of Oct 30.

- <http://lenaweecommunityfoundation.com/grant-guidelines/>

**PeopleForBikes** funds bicycle infrastructure projects, such as bike paths, lanes, trails, bridges, racks/parking, repair stations and storage for road

bikes. PeopleForBikes funds these improvements for mountain biking as well, along with parks and pump tracks. The organization approves grants for up to \$10,000 to cover materials, labor and equipment rental and reasonable volunteer or staff costs. There is no match requirement, but funding partnerships will strengthen application. The organization will not consider applications in which PeopleForBikes would amount to 50% or more of the project budget. The submission deadline is in the fall.

- <https://www.peopleforbikes.org/grant-guidelines>

**The Rotary Club**, an international community service organization offers District grants for a wide range of community-level activities and enhancements. Local chapters must become qualified through a questionnaire and related documents, and a grant management seminar. Funds available for District grants are up to 50% of the District Designated Fund (DDF; a sum of the yearly budget for each local chapter that is impacted by total donations).

- <https://www.rotary.org/myrotary/en/take-action/apply-grants>

**The Grantsmanship Center** centralizes grant opportunities, with pages for funding sources that are particular to Michigan.

- <https://www.tgci.com/funding-sources/michigan>

### **The Public Spaces, Community Places Initiative**

is a Michigan Economic Development Corporation initiative to match donations up to \$50,000 for projects in which communities and nonprofits achieve their funding goals on Patronicity for revitalization or activation of public space. Through Patronicity, communities and nonprofits collect donations for such projects.

- <https://www.miplace.org/programs/public-spaces-community-places/>

### **Apply for/Collect other Funding**

The City should continue to search for additional sources of funding. Seeking donations, attracting sponsors, holding fund-raising events and seeking out other revenue sources are methods that should be pursued aggressively to raise funding for park acquisition and development.

### **Public-Private or Public-Public**

**Partnerships** may be pursued to accommodate specialized large-scale recreation demands. Crowd funding on-line has been a growing source to reach individuals as well.

**The Michigan Municipal League** has launched a website, [www.crowdfundingmi.com](http://www.crowdfundingmi.com), which will provide extensive background information, how to get started, as well as highlight successful funding projects and serve as a clearing house for Michigan Investment crowdfunding projects as they develop. The website will also act as a portal to "Fundrise" and Localstake, two existing leading crowdfunding platforms. Although they both serve as web portals for crowdfunding investment, "Fundrise" lets you invest directly in local real estate. It will connect investors directly to individual properties online. Localstake helps connect businesses looking for capital with local investors.

- <http://www.crowdfundingmi.com/1-2/>



**In Hudson, Michigan, the future is built on the strength of its roots — where every plan, project, and partnership carries forward the legacy of a community that cares.**

**Memorial Park**  
Credit: Lisa DuRussel

### **Conclusion**

The City of Hudson's Master Plan represents a forward-thinking yet grounded roadmap for the community's growth, preservation, and revitalization. It reflects the values, aspirations, and input of residents, business owners, and stakeholders who share a commitment to Hudson's continued vibrancy and long-term sustainability.

This Plan balances respect for Hudson's small-town character and historic assets with the need to adapt to evolving economic, social, and environmental challenges. It outlines a clear vision for future land use, transportation, housing, and economic development, supported by zoning strategies and implementation tools that align policy with purpose. Special emphasis is placed on revitalizing downtown, protecting natural resources such as Bean Creek, promoting infill development, and fostering a connected, resilient, and inclusive community.

Implementation of this Plan will require active collaboration between city officials, residents, developers, and regional partners. It is intended as a living document—one that will guide public and private decisions, inform investments, and evolve over time as conditions and opportunities change.

By embracing this Plan, Hudson affirms its dedication to thoughtful stewardship, responsive planning, and a shared vision of progress rooted in place. The future of Hudson will be shaped by the actions taken today—and this Master Plan provides the foundation to move forward with clarity, creativity, and confidence.

# APPENDIX A

## Public Input Summary



### City Administration Response to Public Survey Comments

The City Council and Administration would like to first thank the citizens that took the time to complete the survey for this update to the City Master Plan.

There were many comments and concerns about things that the city needs and the City Council and Administration are fully aware of these needs and are continually trying to make improvements which take time and resources. The comments and concerns about the utility bills and income taxes are understood but most citizens are not fully aware of the challenges of how to continue to provide quality services and make infrastructure improvements with the limited revenues received through the state revenue sharing, taxes and charges for services.

The city has and will continue to seek out opportunities for grant funding and financing options to keep the financial burdens of the citizens to a minimum for making improvements and providing quality of services.

Regarding the comments about rental properties and blight, the city does have a rental inspection program that is very active and working. The city has also increased code enforcement efforts, and it will be ongoing.

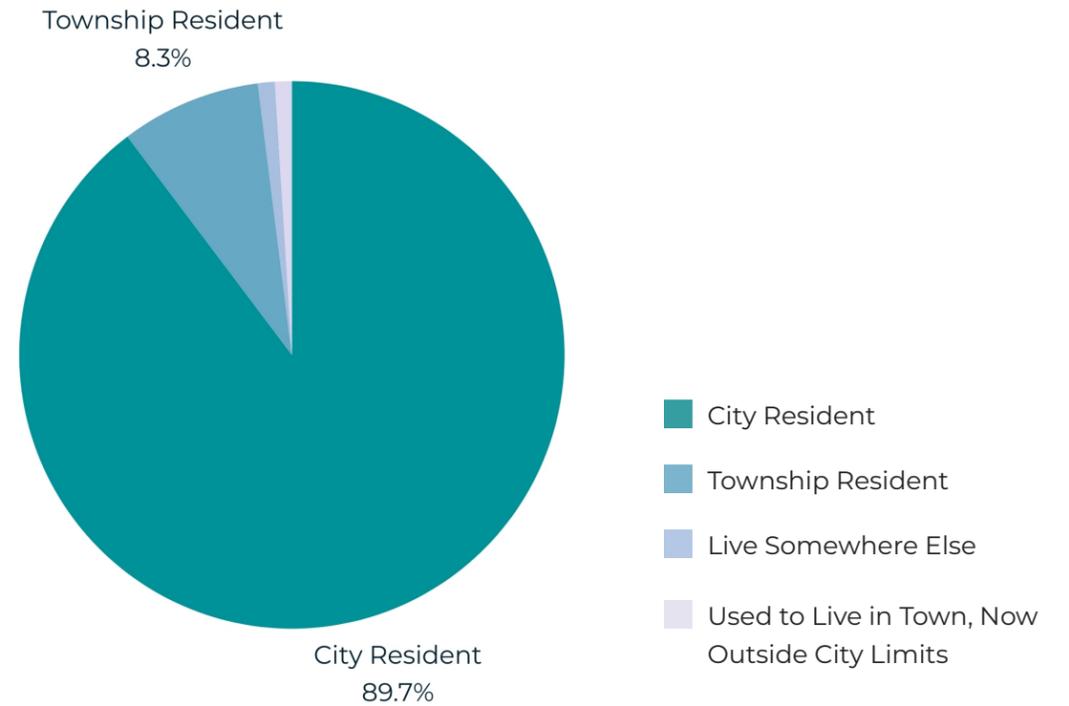
I admonish each citizen of Hudson to also do their part to keep our community heading in the right direction by looking out for each other, serving on the city boards and commissions, attending meetings and asking questions of your city governing officials and administration. Open communication is crucial. There may be disagreements at times, but if everyone did their part and has a genuine "Big Heart" for our community, Hudson will prosper.

Charles A. Weir  
City Manager

## Section 1: Demographics + Background

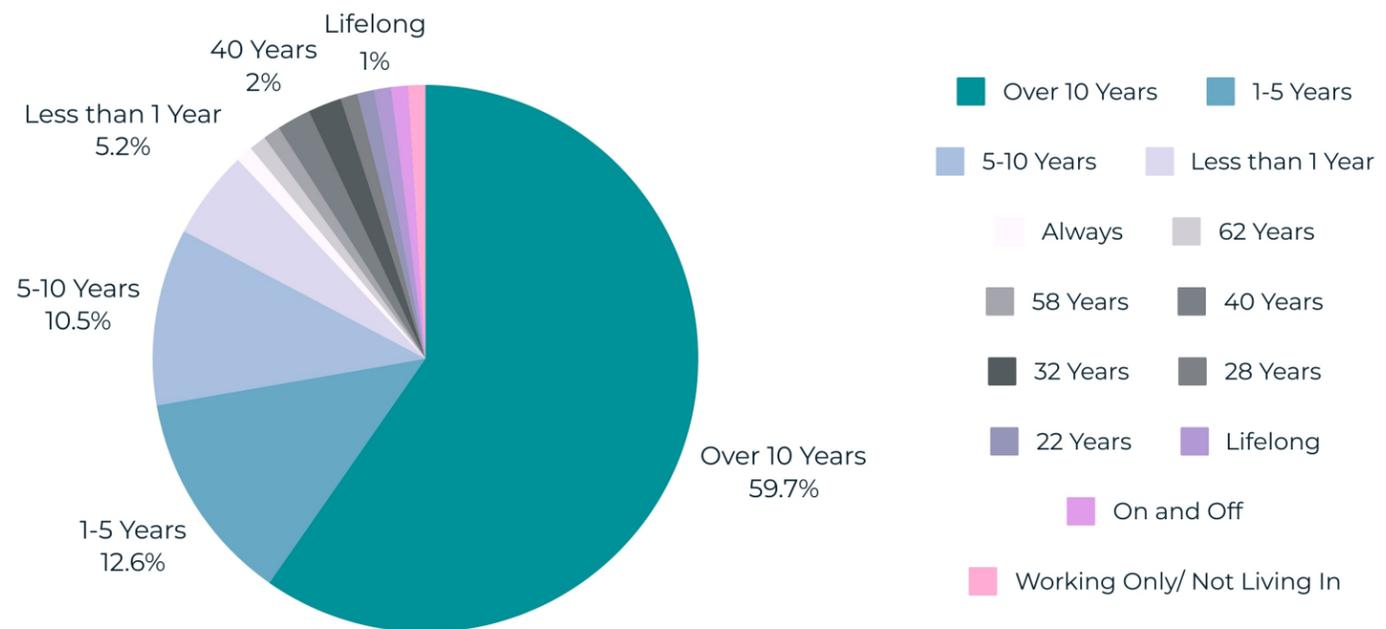
### 1. ARE YOU A CITY OF HUDSON RESIDENT?

96 responses



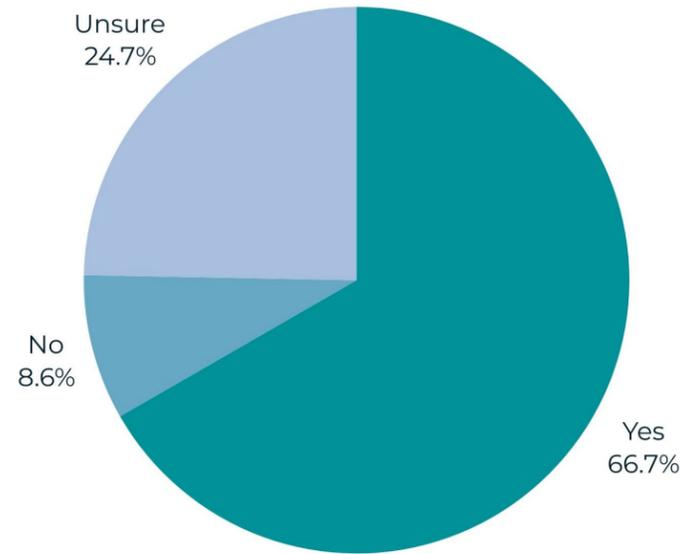
### 2. HOW LONG HAVE YOU LIVED IN THE CITY OF HUDSON?

96 responses



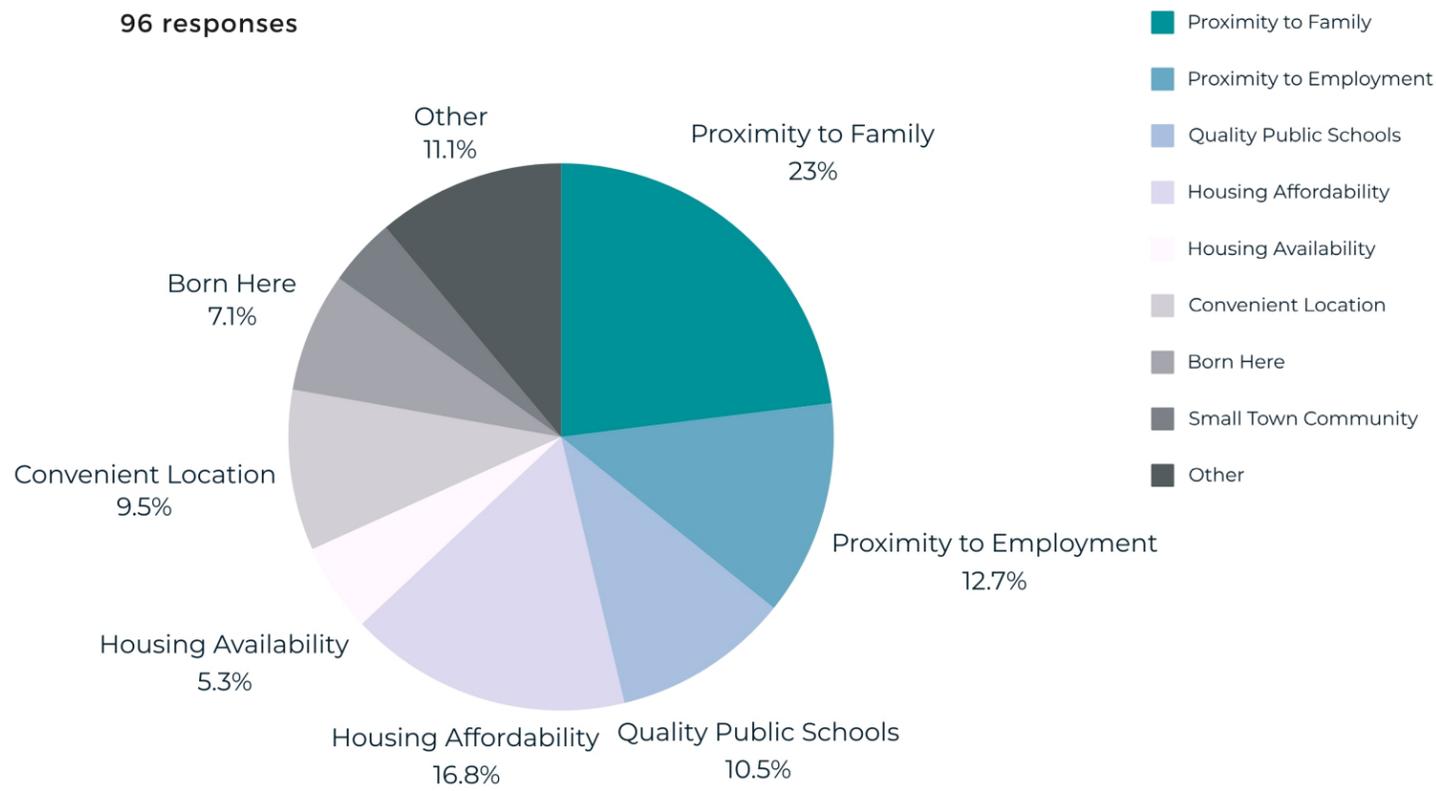
3. **IF YOU LIVE IN THE CITY OF HUDSON DO YOU EXPECT TO CONTINUE DOING SO IN THE FUTURE?**

93 responses



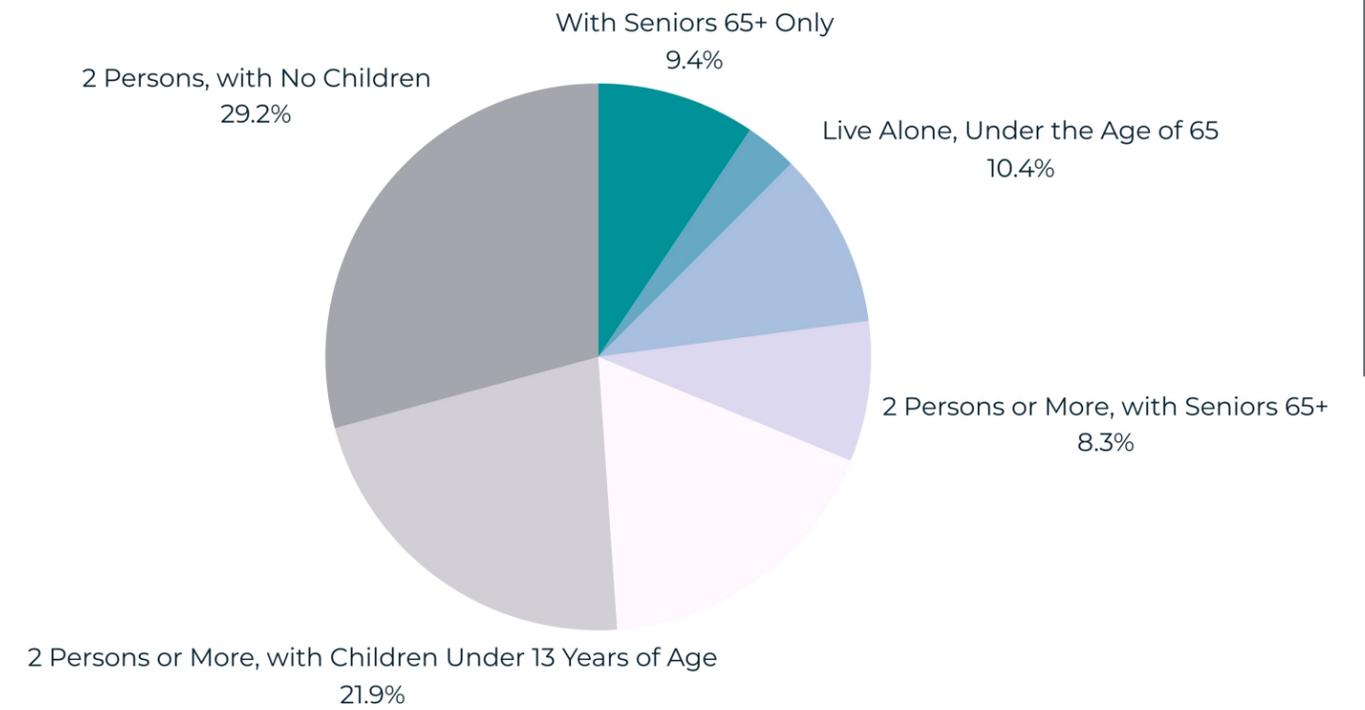
4. **IF YOU OR YOUR FAMILY CHOSE TO MOVE TO THE CITY OF HUDSON, PLEASE SHARE THE PRIMARY REASONS WHY YOU OR YOUR FAMILY DID SO.**

96 responses



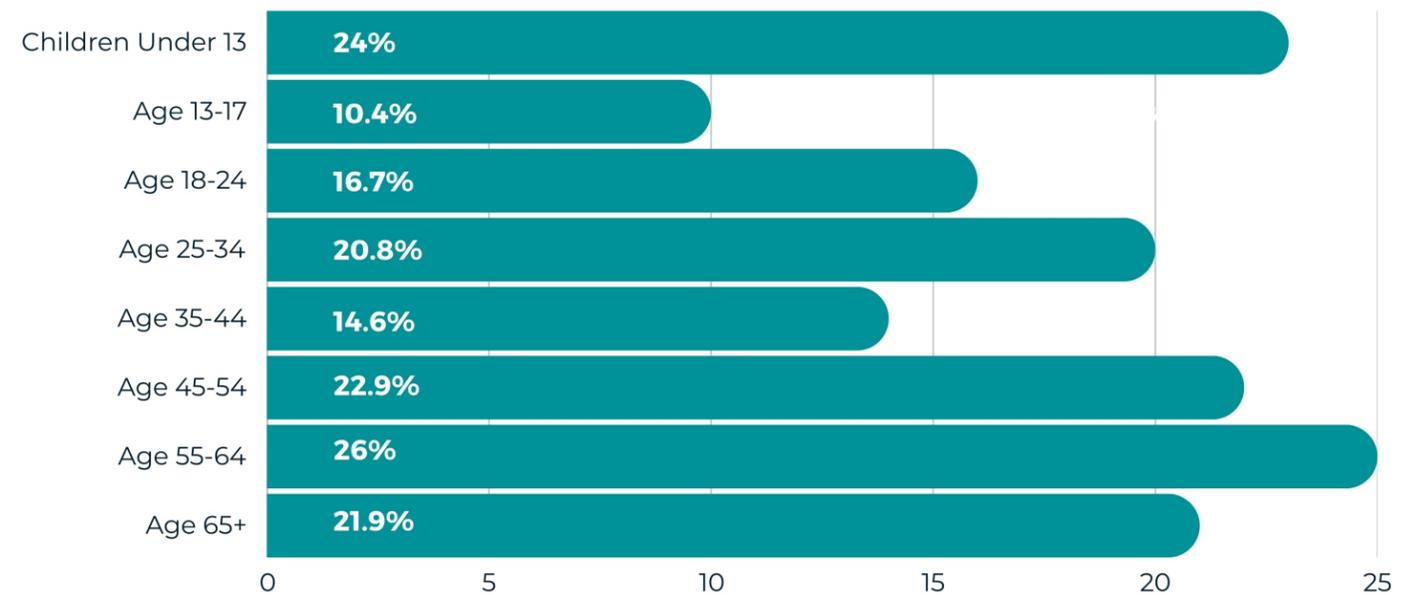
5. **WHICH OF THE FOLLOWING CATEGORIES BEST DESCRIBES YOUR HOUSEHOLD?**

96 responses



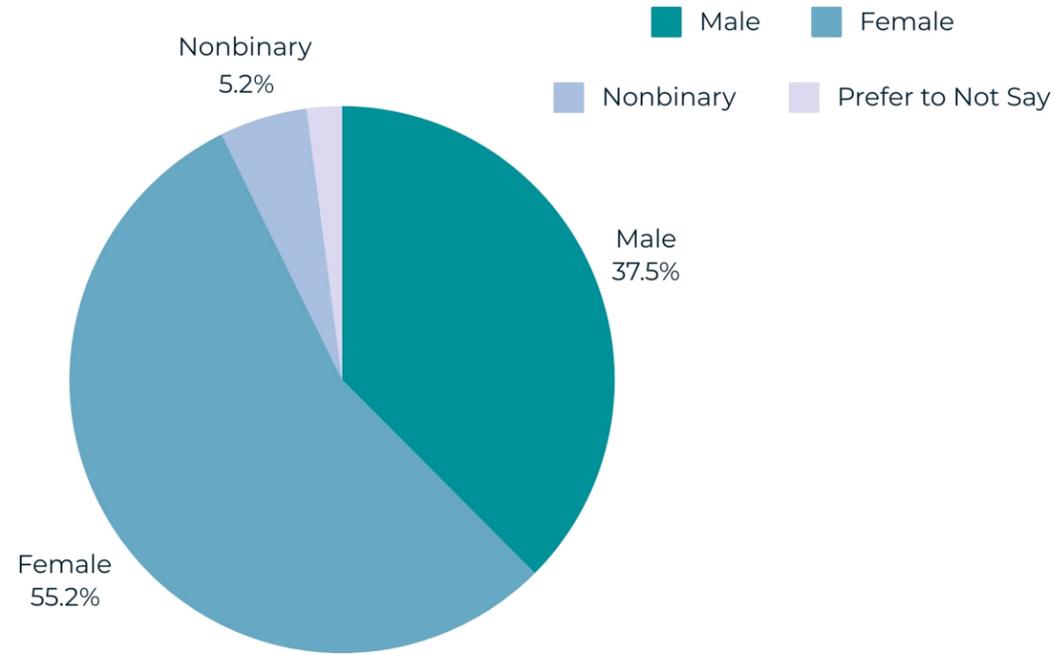
6. **PLEASE INDICATE THE AGES OF MEMBERS IN YOUR HOUSEHOLD. CHOOSE ALL THAT APPLY.**

96 responses



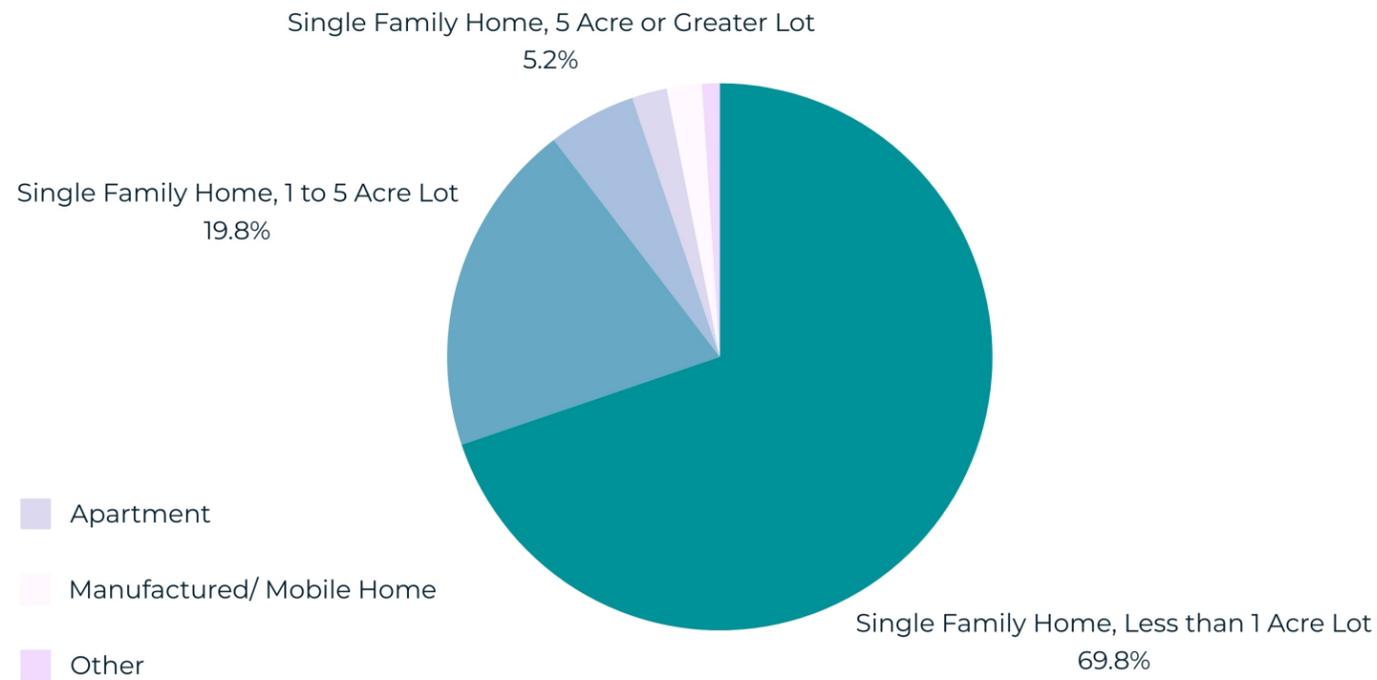
7. **WHAT IS YOUR GENDER**

96 responses



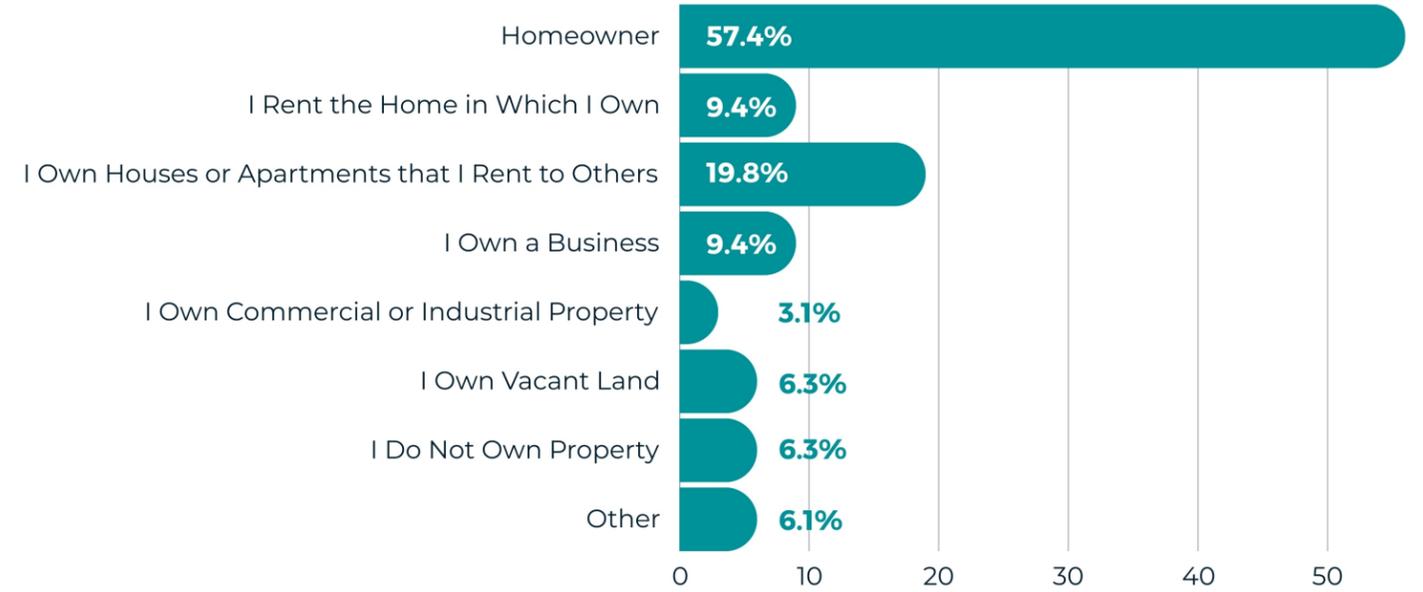
8. **PLEASE DESCRIBE YOUR CURRENT LIVING SITUATION.**

96 responses



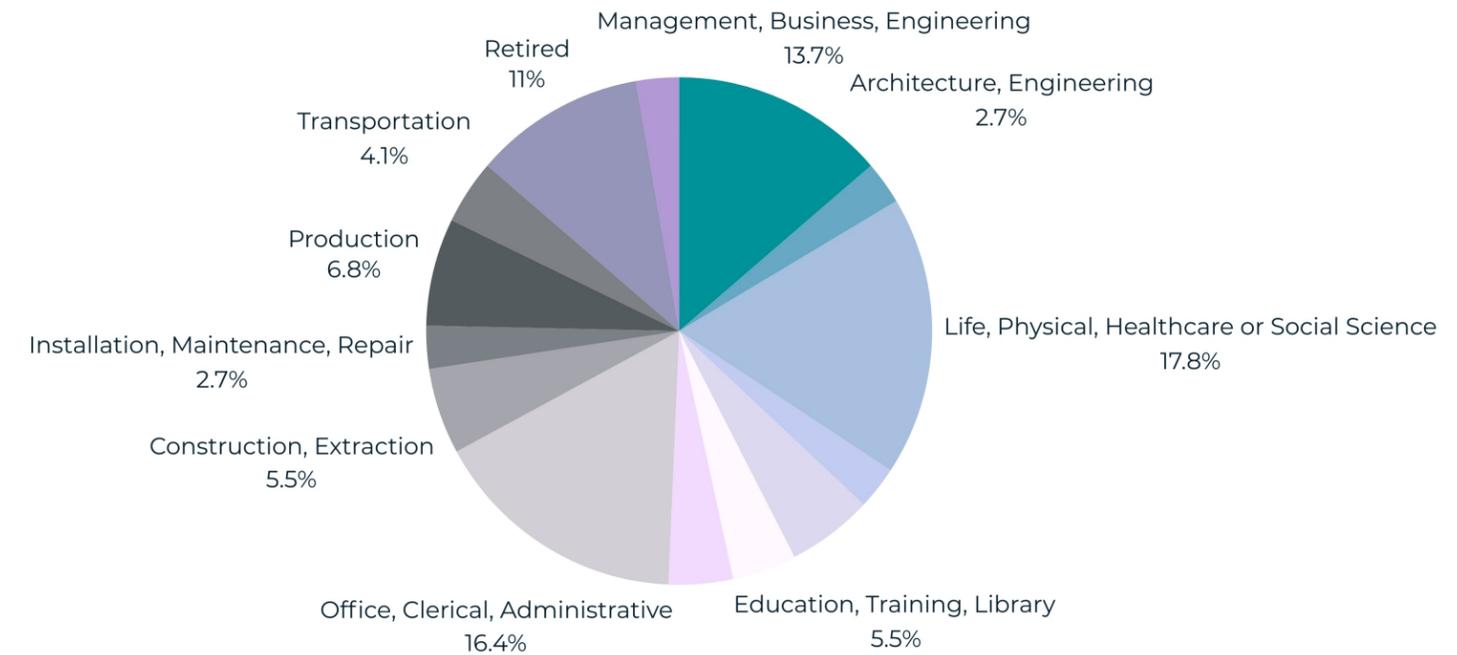
9. **PLEASE DESCRIBE YOUR CURRENT LAND/PROPERTY OWNERSHIP SITUATION. CHOOSE ALL THAT APPLY.**

96 responses



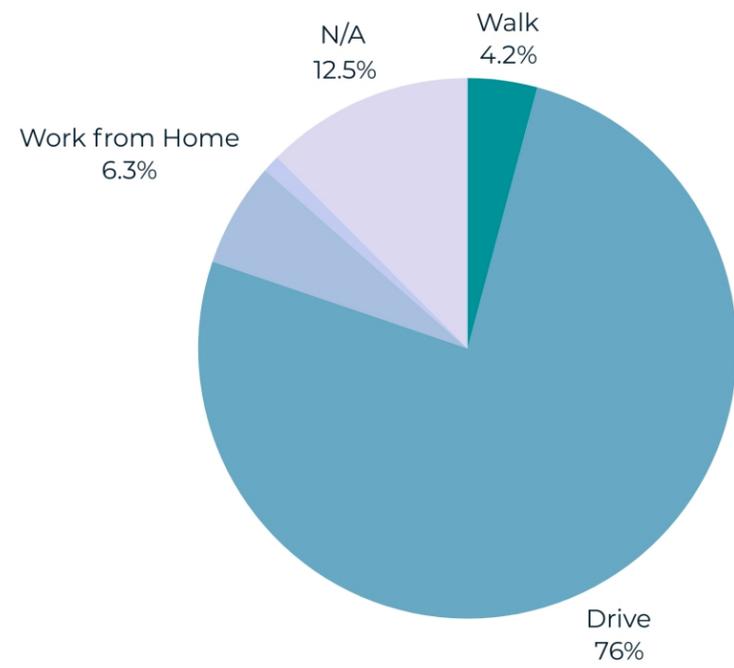
10. **WHICH OF THE FOLLOWING BEST DESCRIBES YOUR CURRENT OCCUPATION?**

96 responses



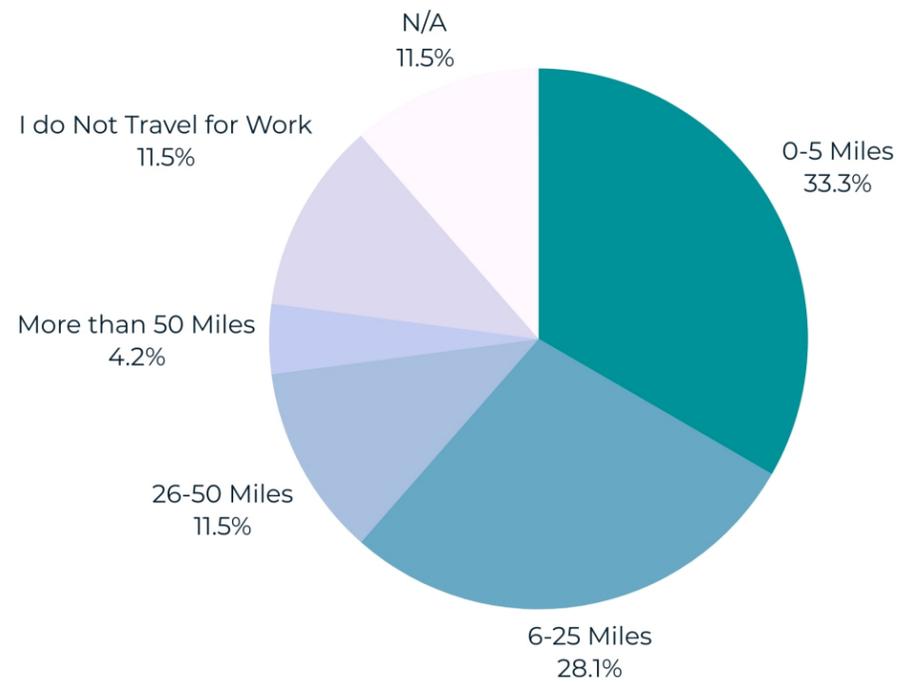
11. **HOW DO YOU GET TO WORK?**

96 responses



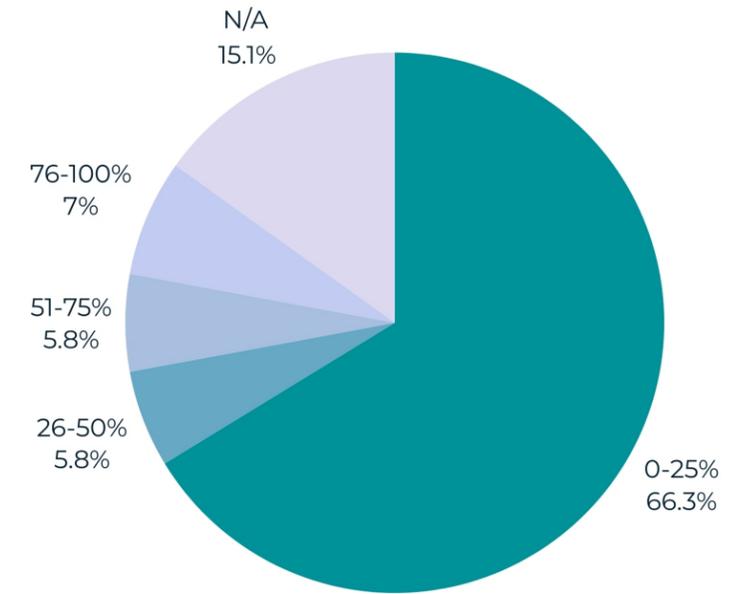
12. **HOW FAR DO YOU TRAVEL FOR WORK?**

96 responses



13. **IF YOU ARE CURRENTLY EMPLOYED, WHAT PERCENTAGE OF YOUR WORKING TIME DO YOU SPEND WORKING FROM HOME?**

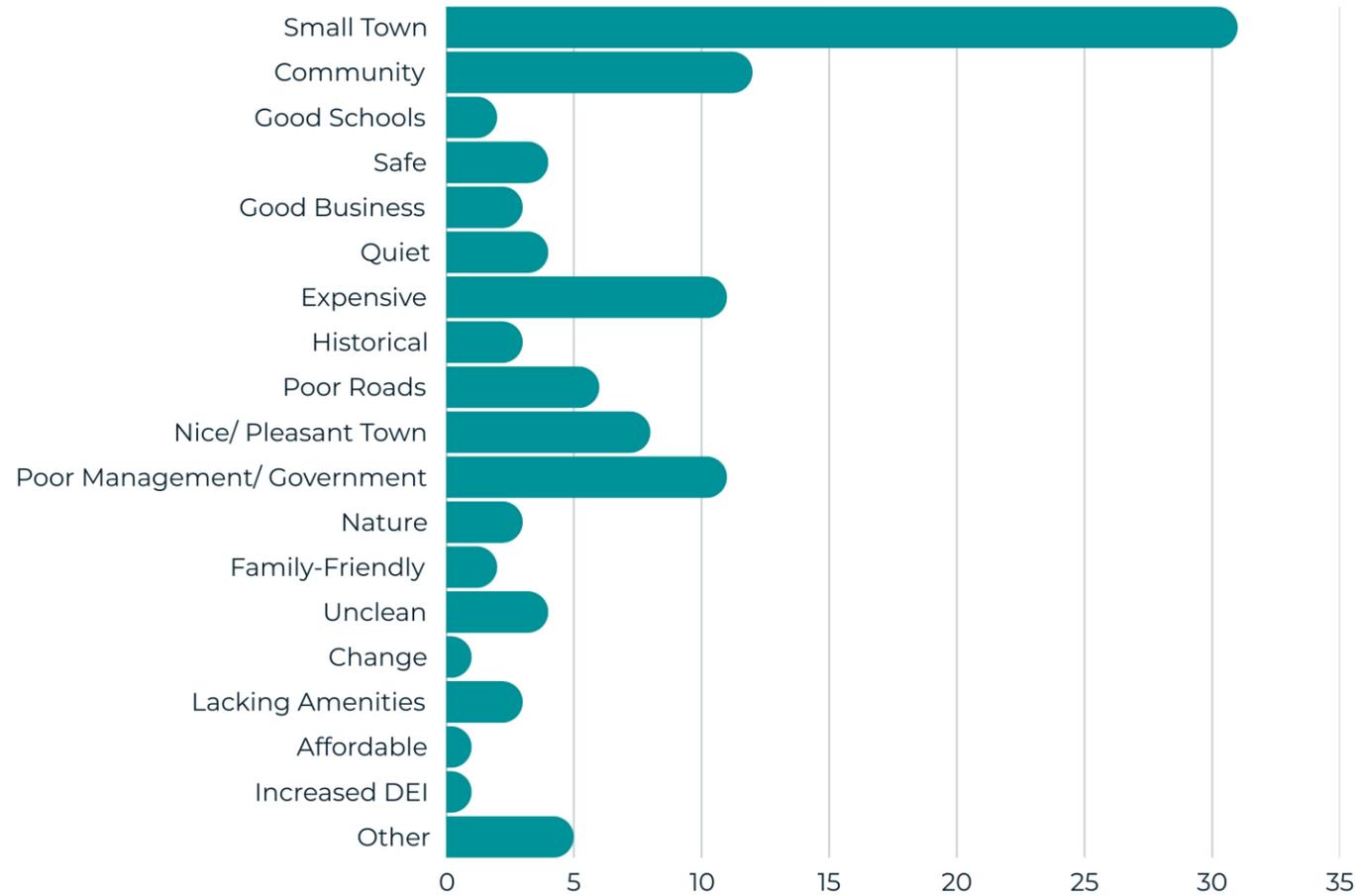
86 responses



## Section 2: Understanding Hudson's

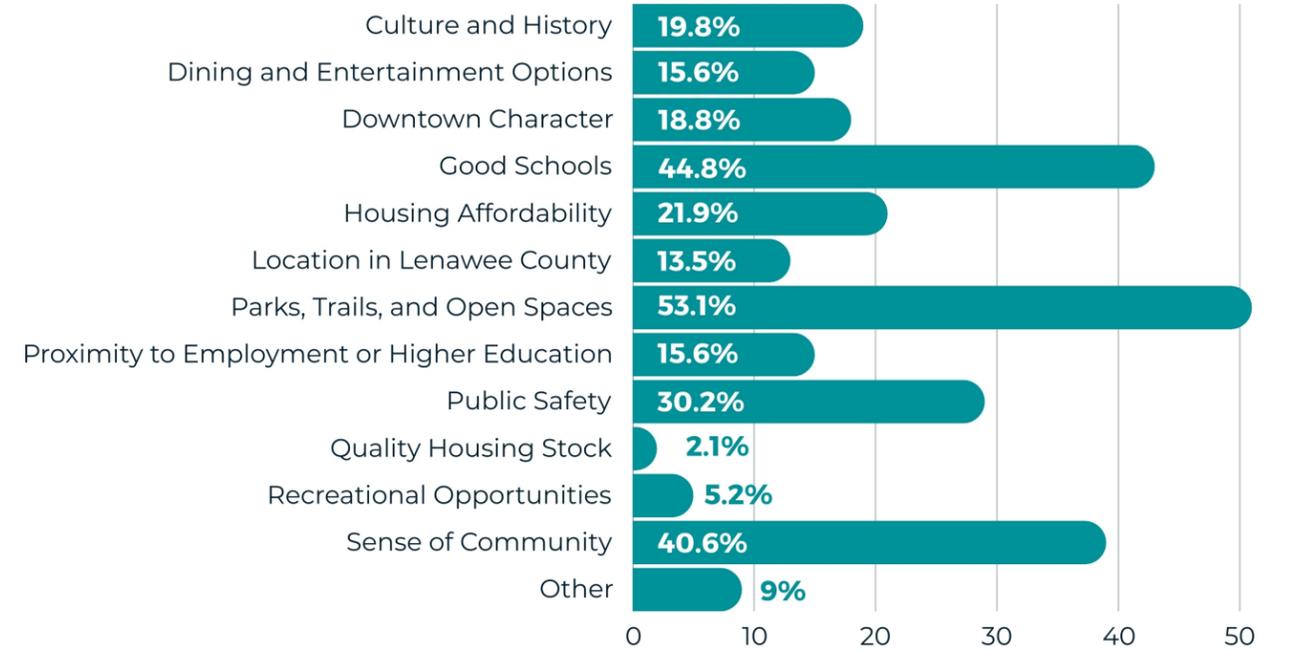
### 14. IF YOU COULD DESCRIBE THE CITY OF HUDSON IN A FEW WORDS OR A PHRASE, WHAT WOULD IT BE?

96 responses



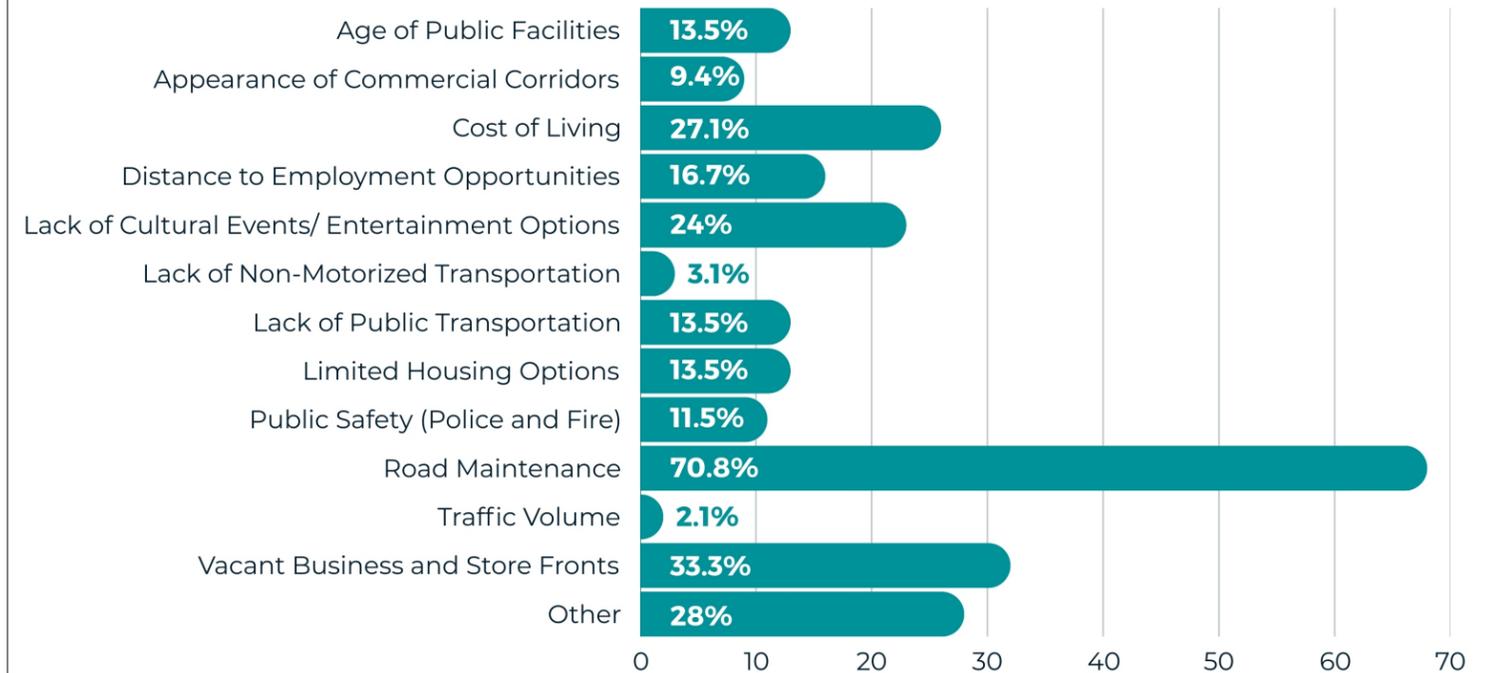
### 15. WHAT WOULD YOU SAY ARE THE CITY OF HUDSON'S BEST FEATURES?

96 responses



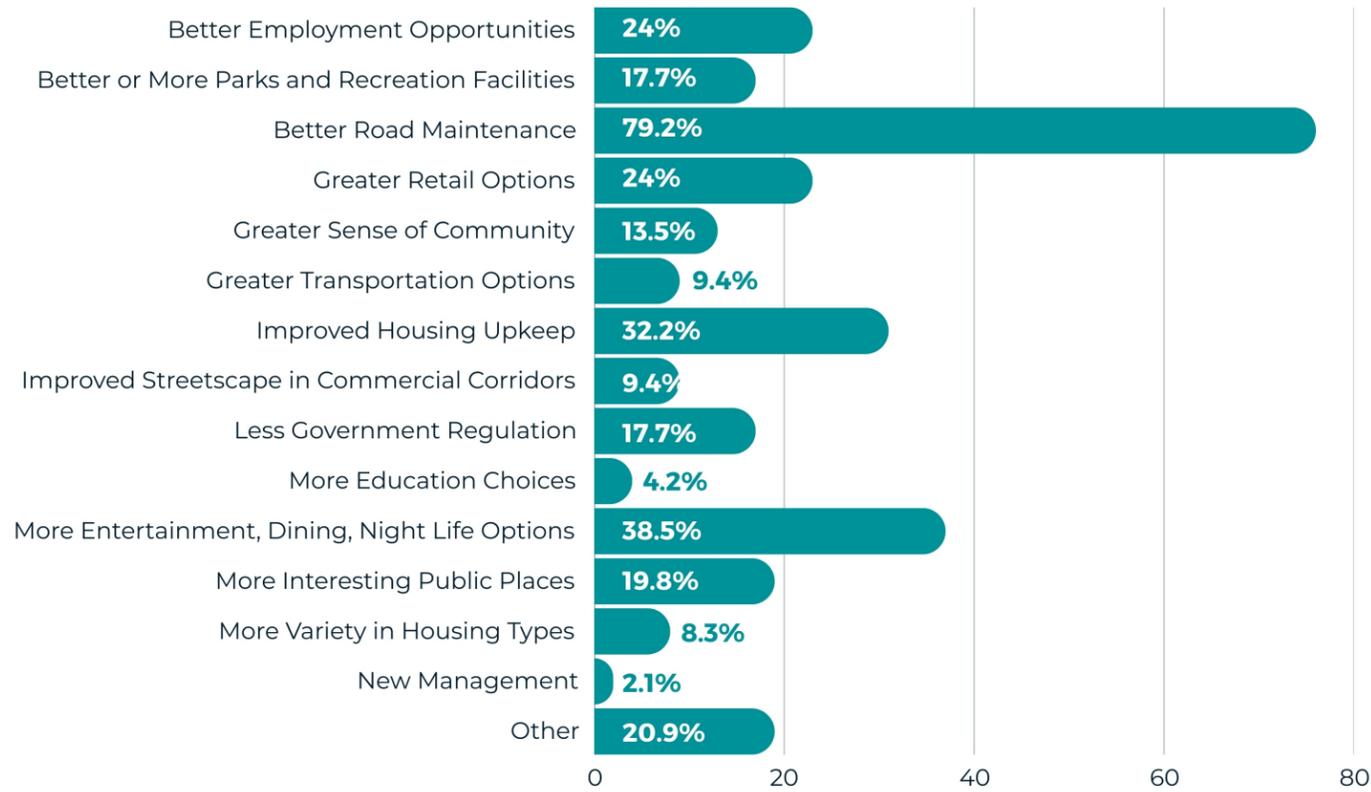
### 16. DO YOU CONSIDER ANY OF THE FOLLOWING ITEMS TO BE A NEGATIVE ASPECT OF LIVING IN HUDSON?

96 responses



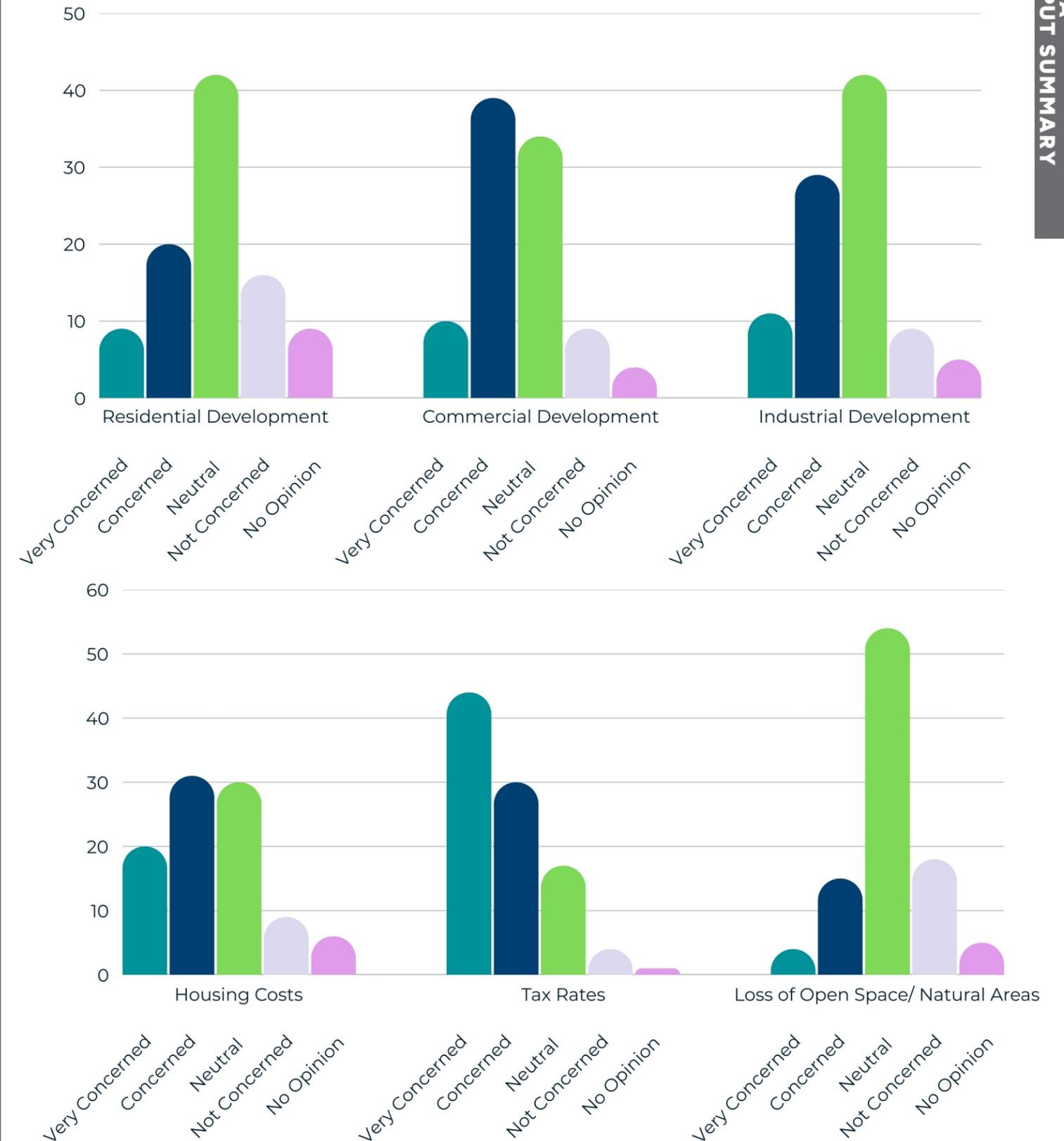
17. **WHAT COULD BE IMPROVED IN HUDSON?**

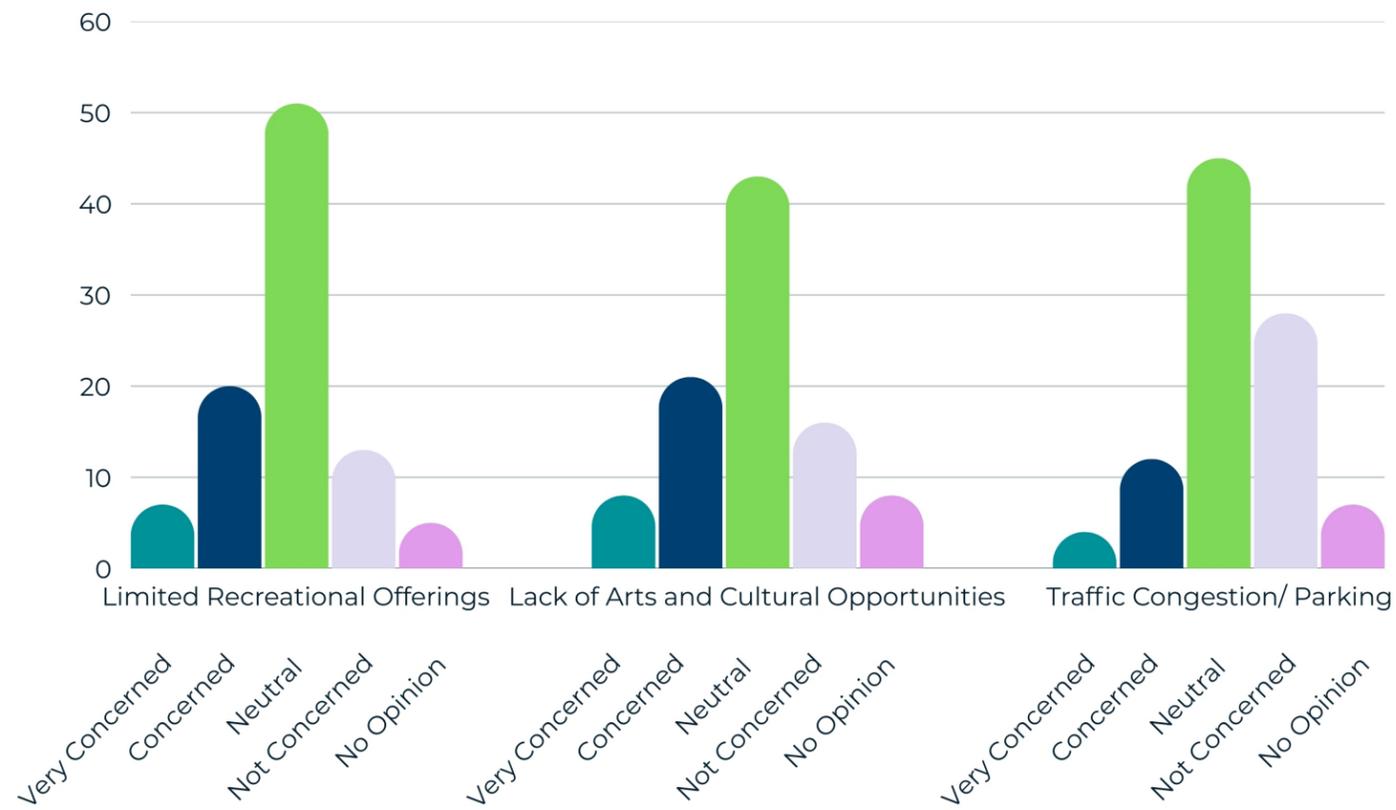
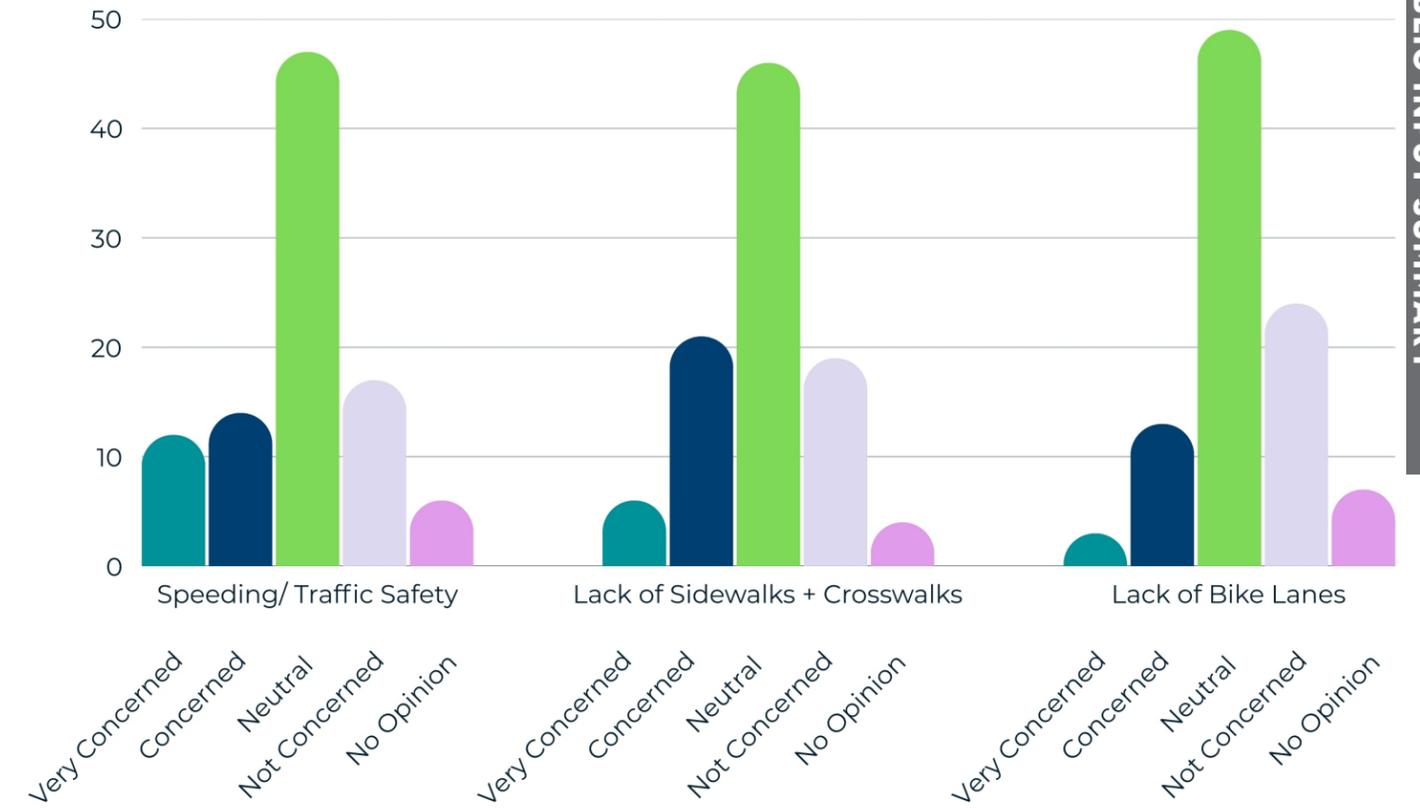
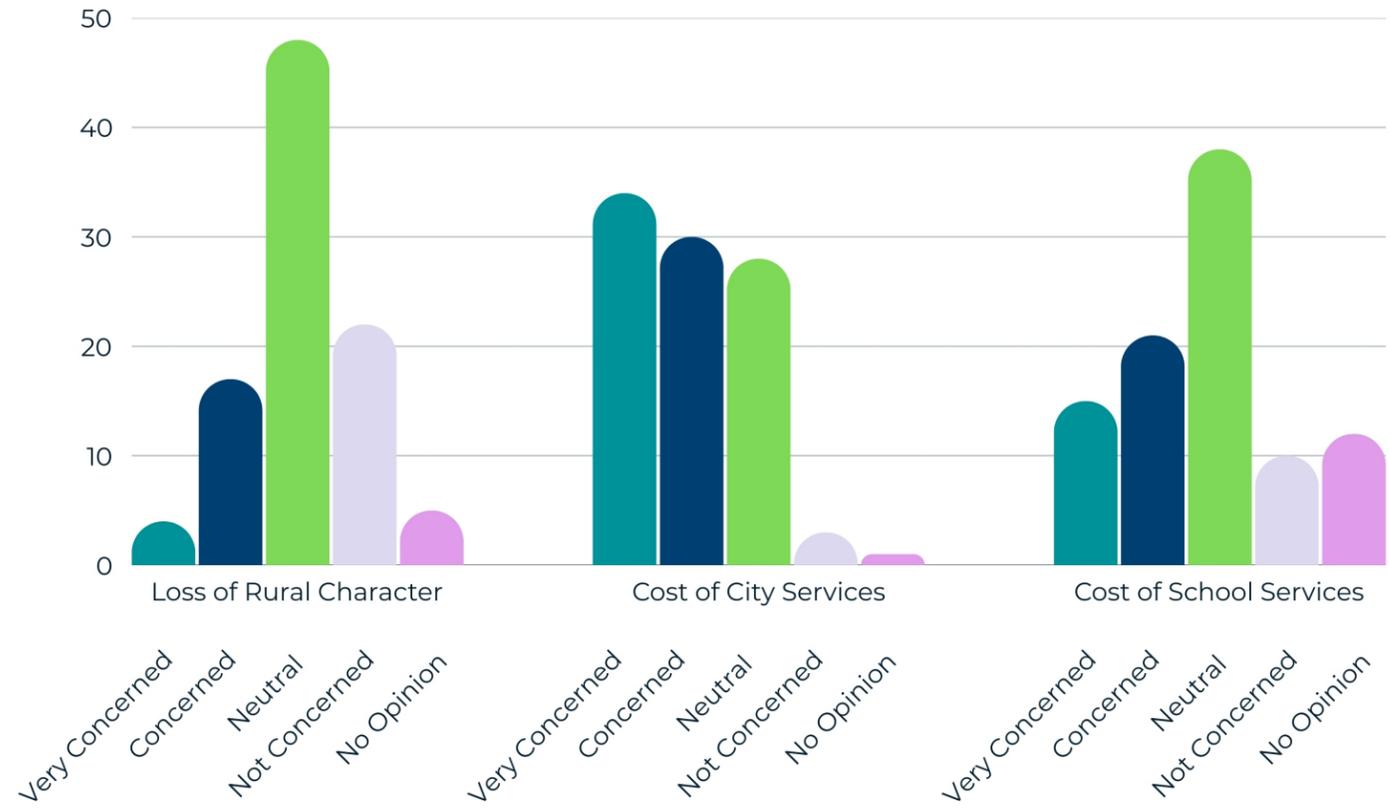
96 responses



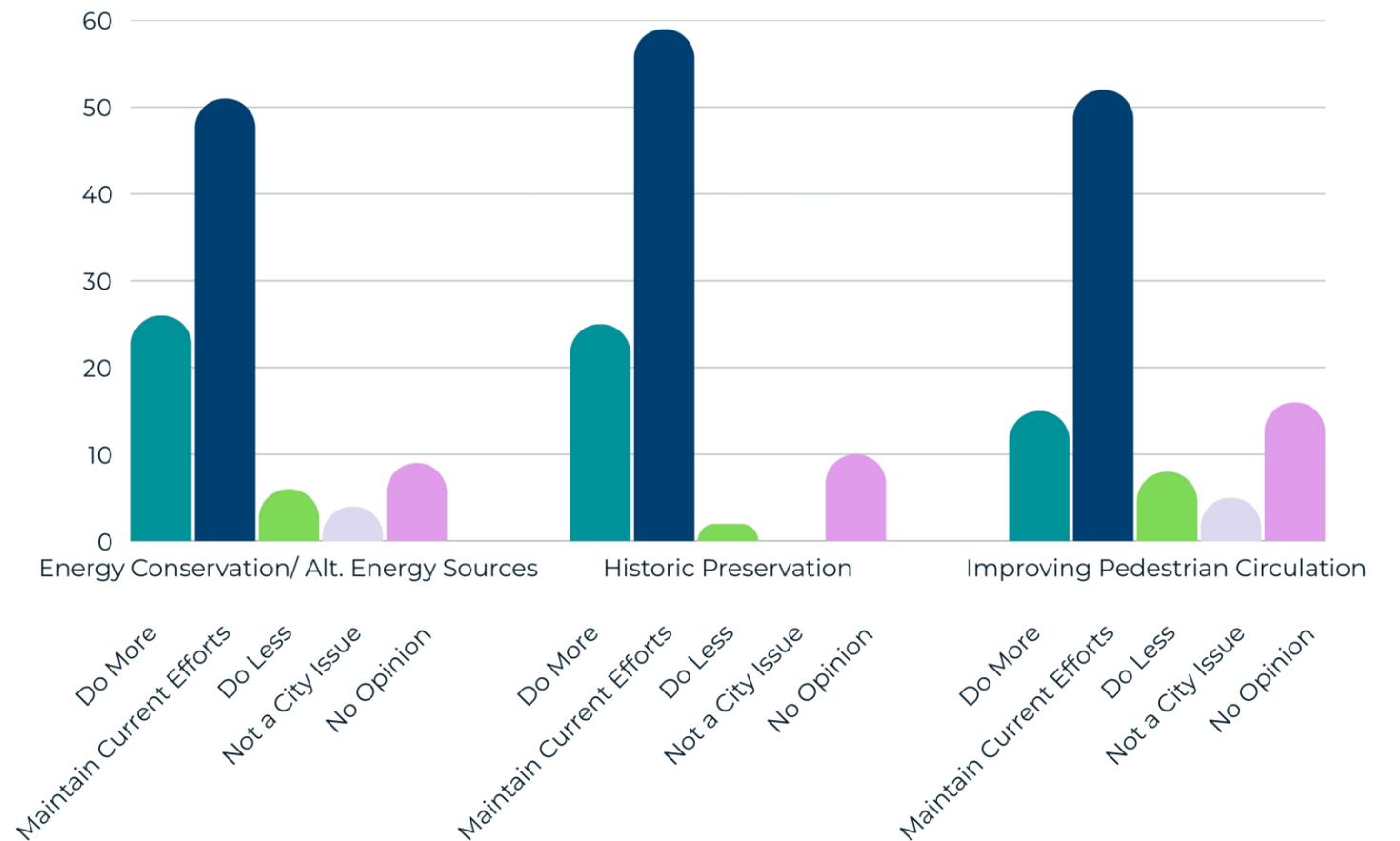
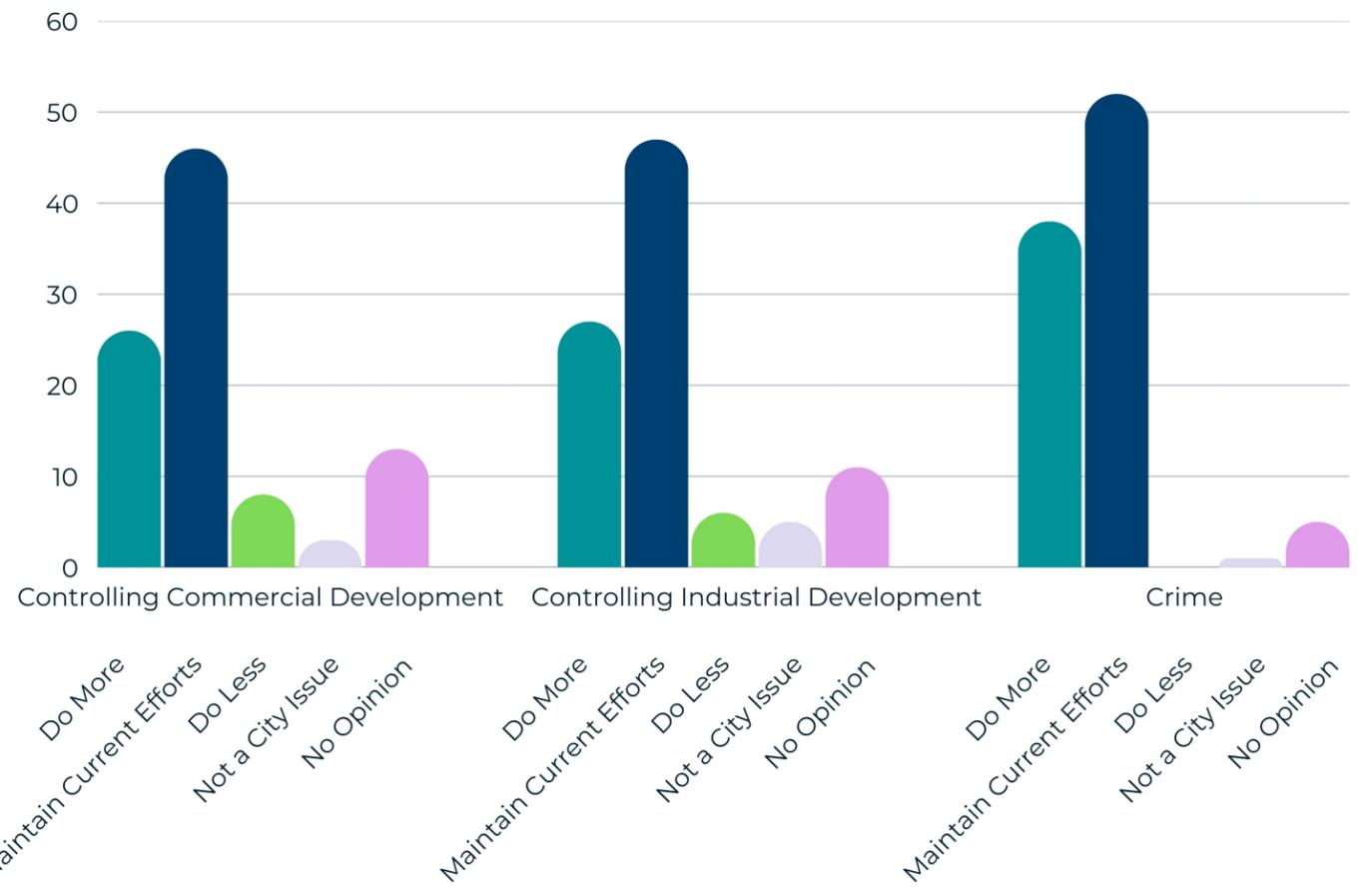
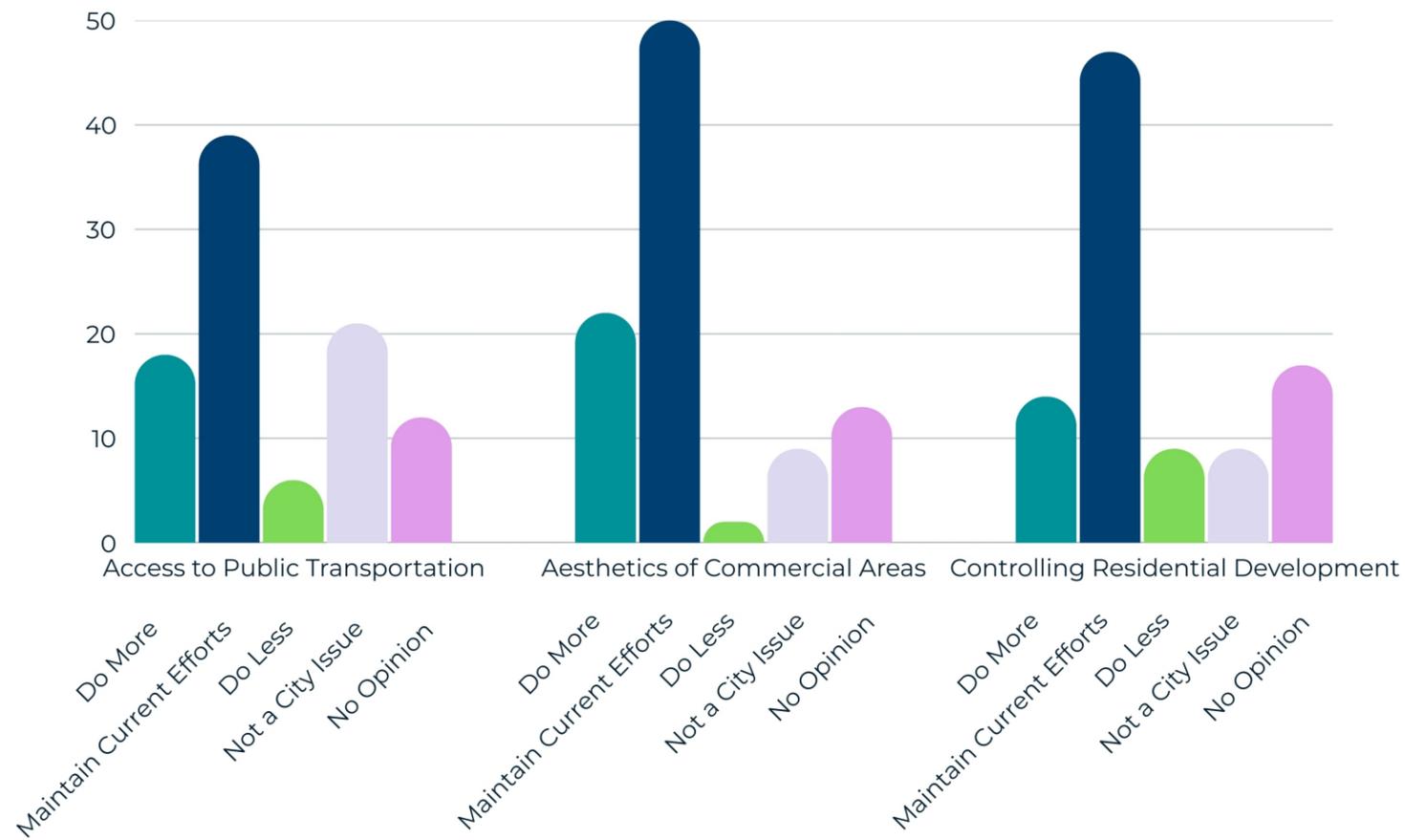
Section 3: Identifying Priorities for the Future

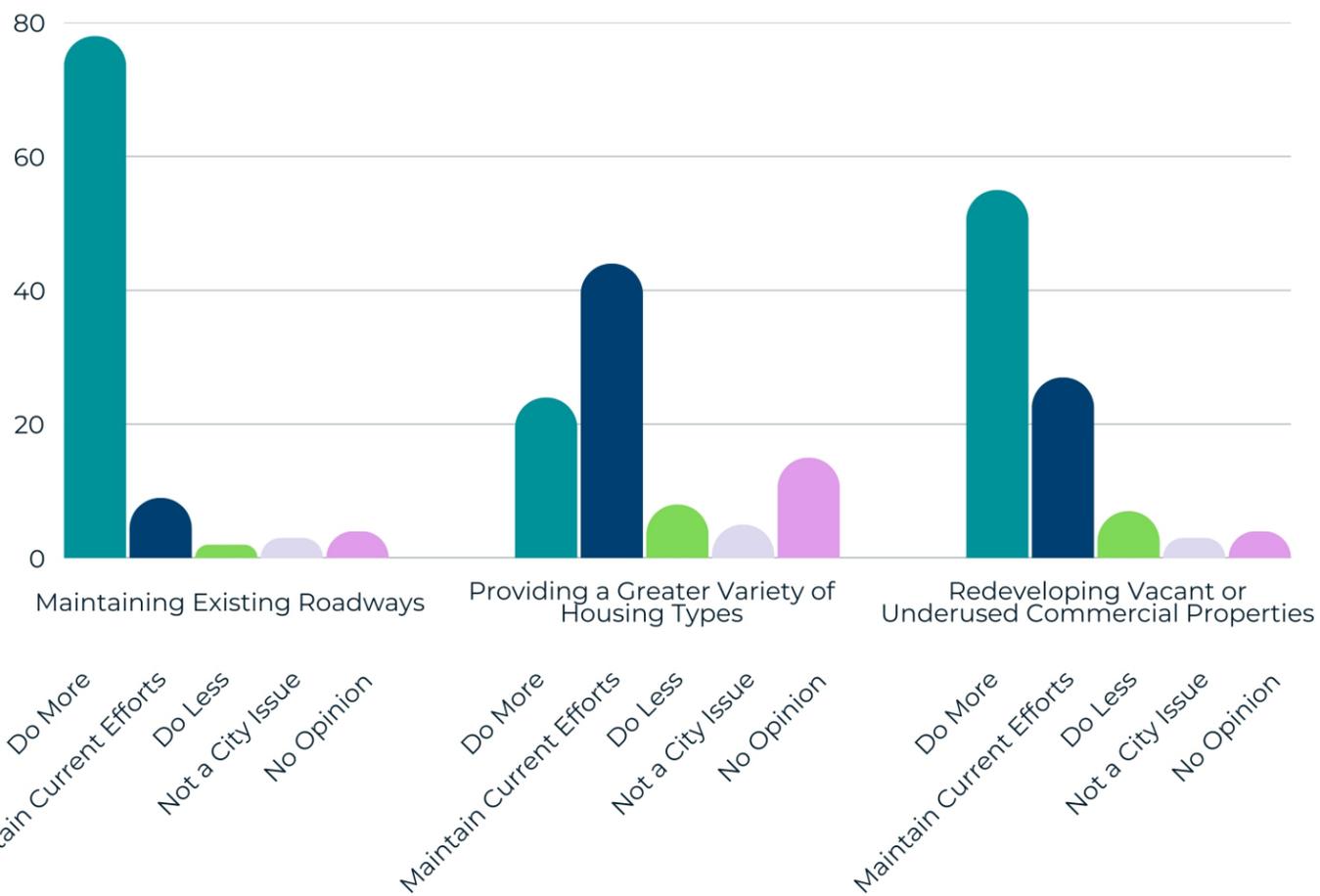
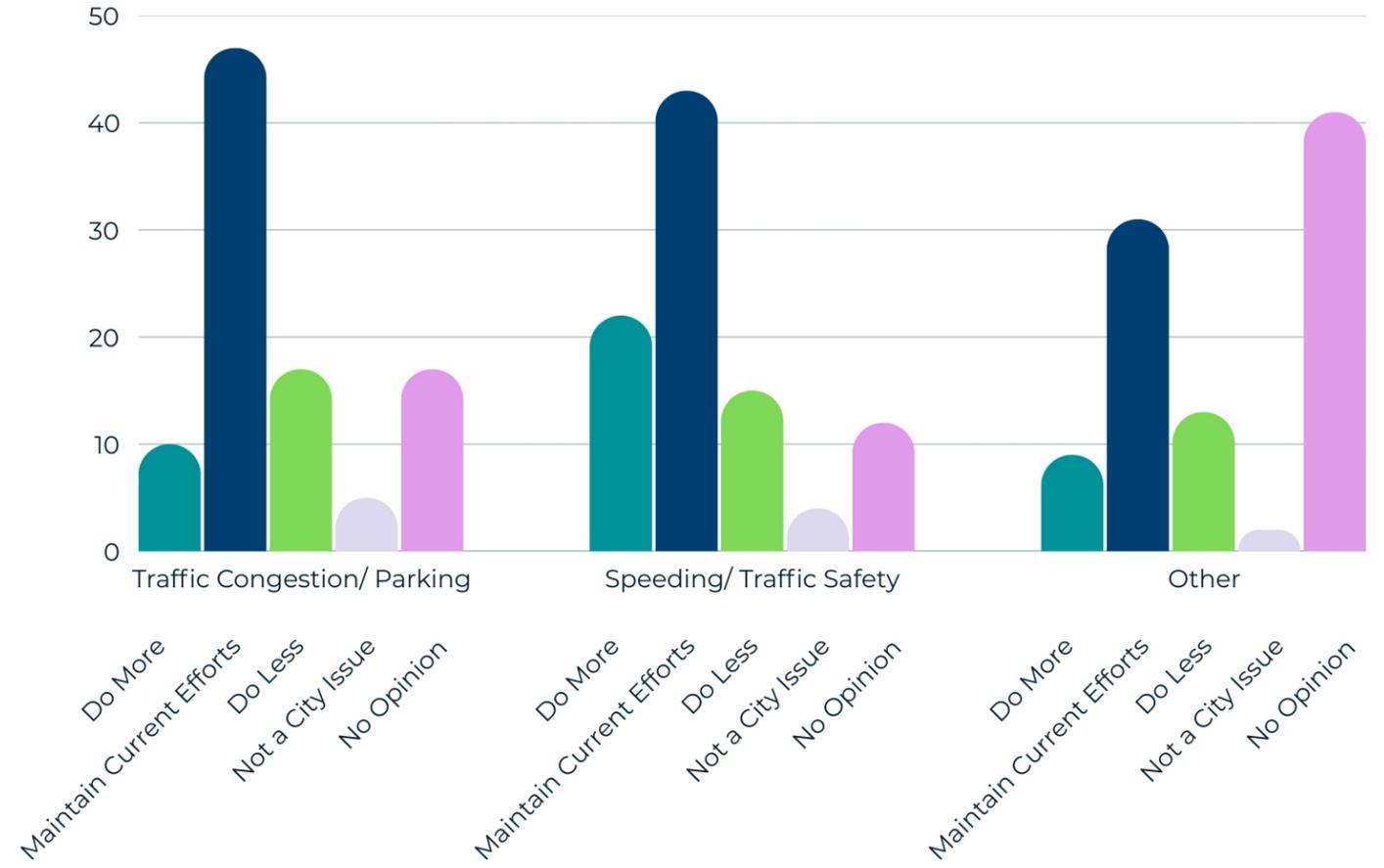
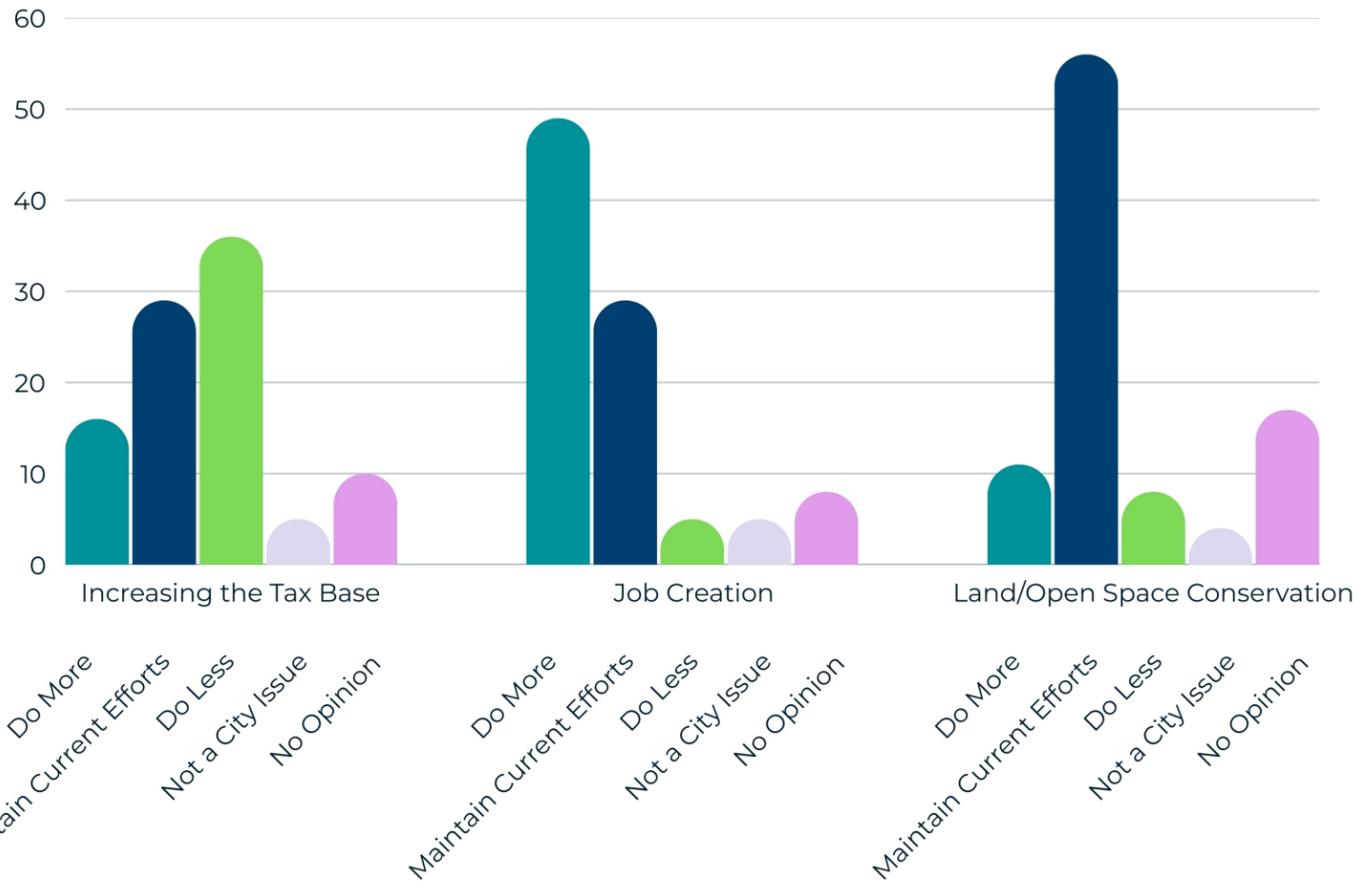
18. **PLEASE INDICATE HOW CONCERNED YOU ARE WITH THE FOLLOWING ISSUES WITHIN THE CITY OF HUDSON:**



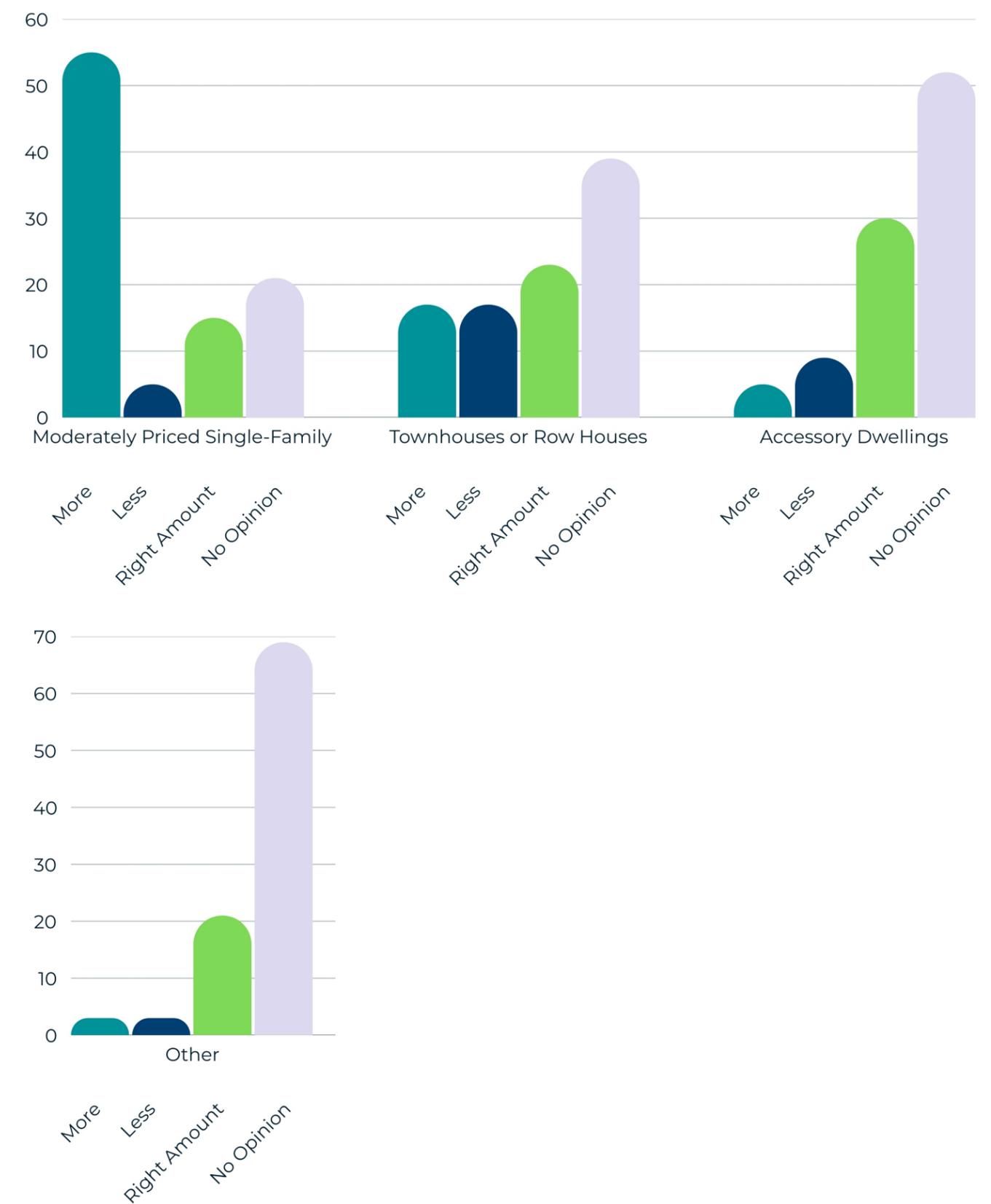
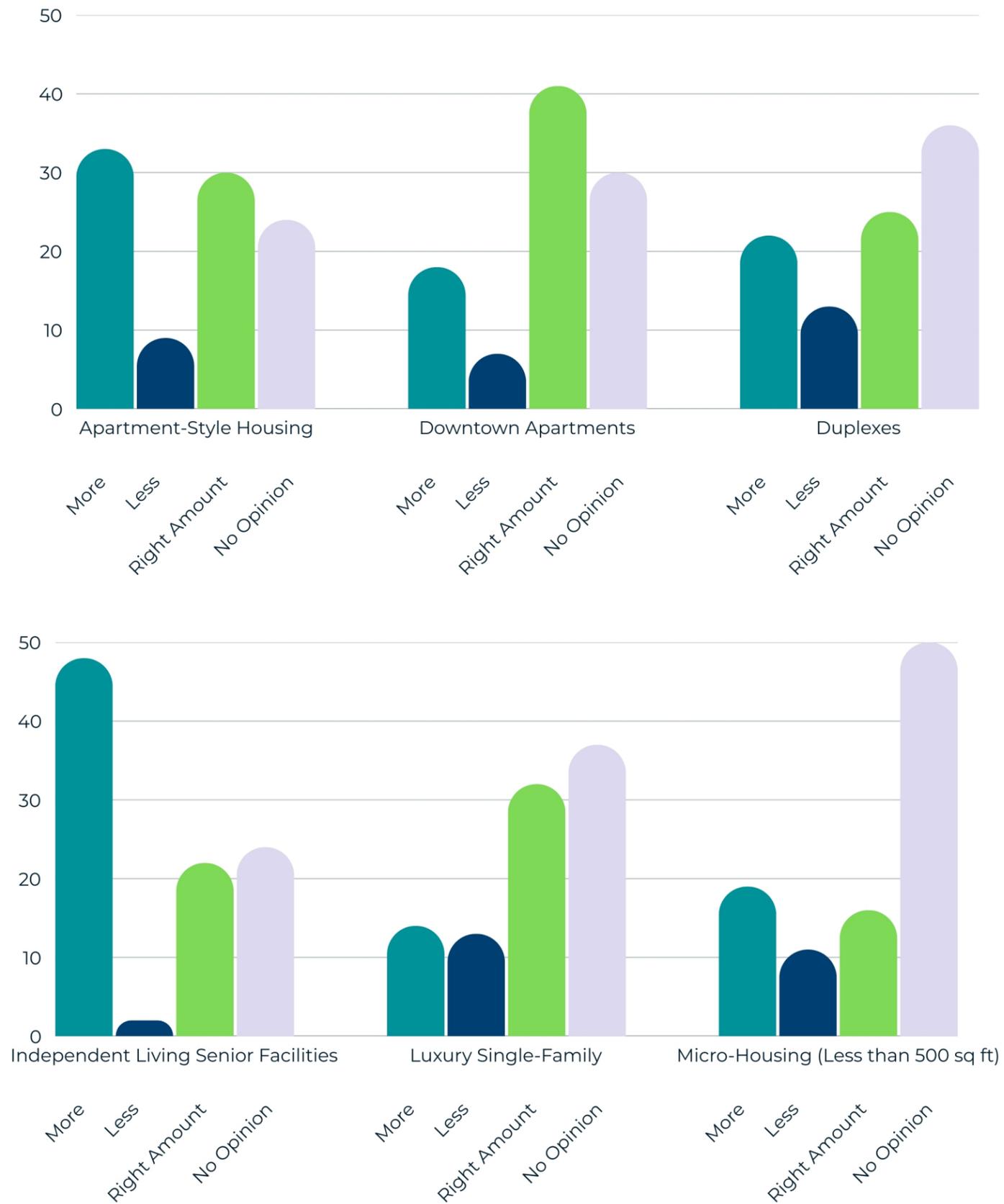


19. HOW MUCH ATTENTION SHOULD THE CITY OF HUDSON PAY TO THE FOLLOWING ISSUES?





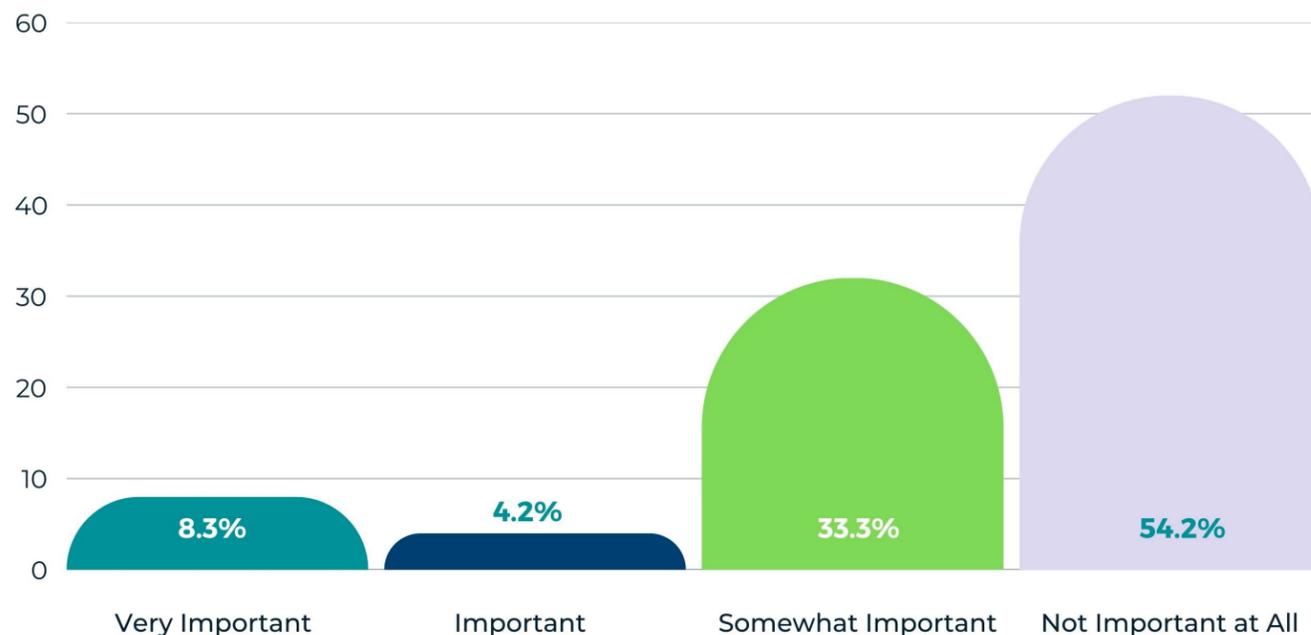
20. FOR EACH TYPE OF HOUSING LISTED BELOW, PLEASE INDICATE WHETHER YOU FEEL THE CITY OF HUDSON NEEDS MORE, LESS, OR HAS THE RIGHT AMOUNT OF IT.



## Section 4: Identifying Goals

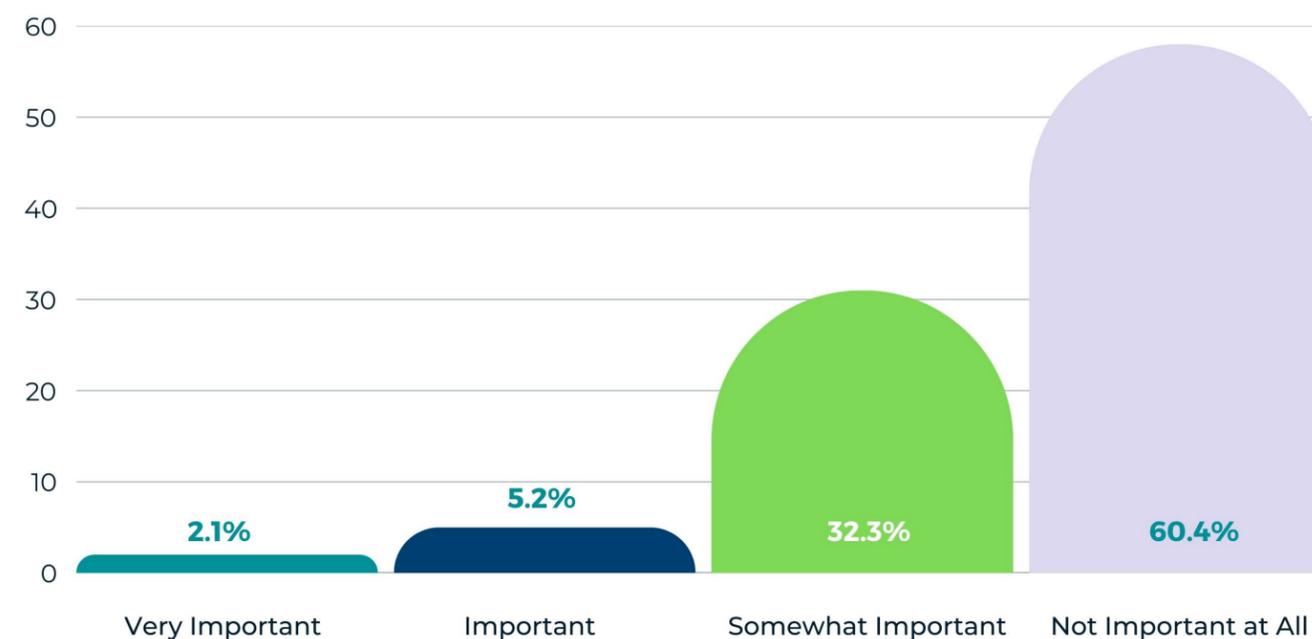
21. **DOWNTOWN: THE CITY OF HUDSON SHOULD ENSURE THAT FUTURE DEVELOPMENT RESPECTS THE HISTORIC CHARACTER OF THE CITY, ESPECIALLY ITS DOWNTOWN HISTORIC DISTRICT, WHILE EXPANDING THE VITALITY AND RANGE OF SERVICES AVAILABLE IN THE DOWNTOWN AREA.**

96 responses



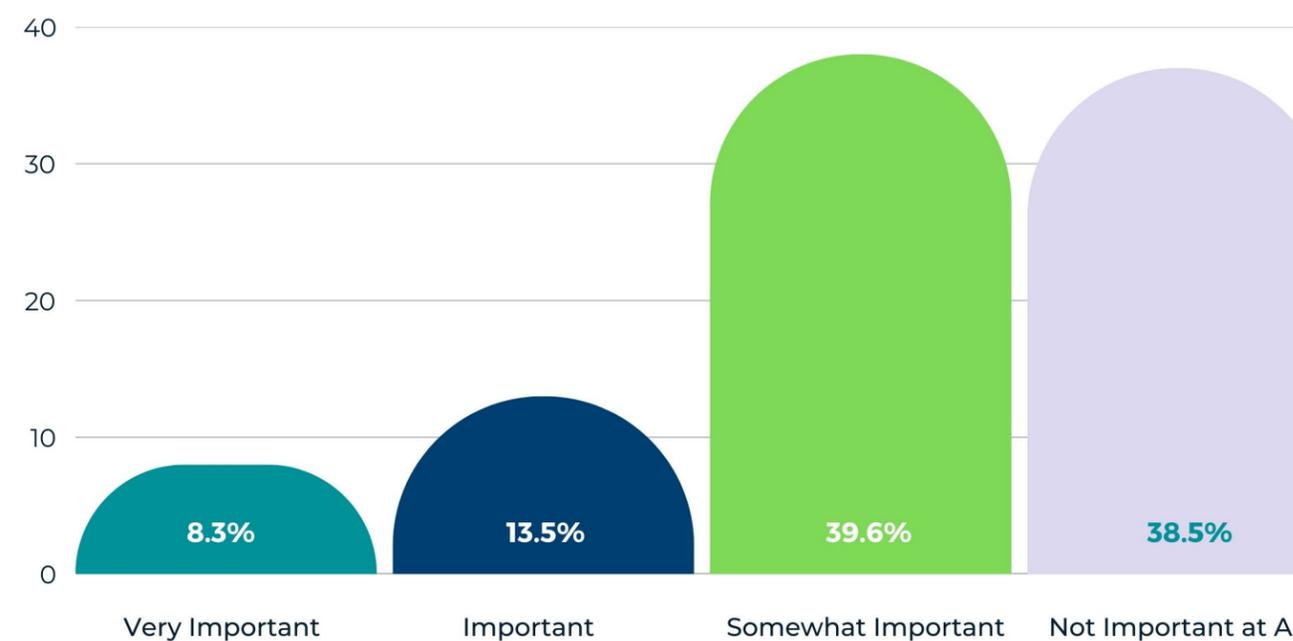
22. **NEIGHBORHOODS: THE CITY OF HUDSON SHOULD PRESERVE THE CHARM OF ITS HISTORIC RESIDENTIAL NEIGHBORHOODS WHILE ENHANCING THE QUALITY OF LIFE FOR RESIDENTS ACROSS THE CITY.**

96 responses



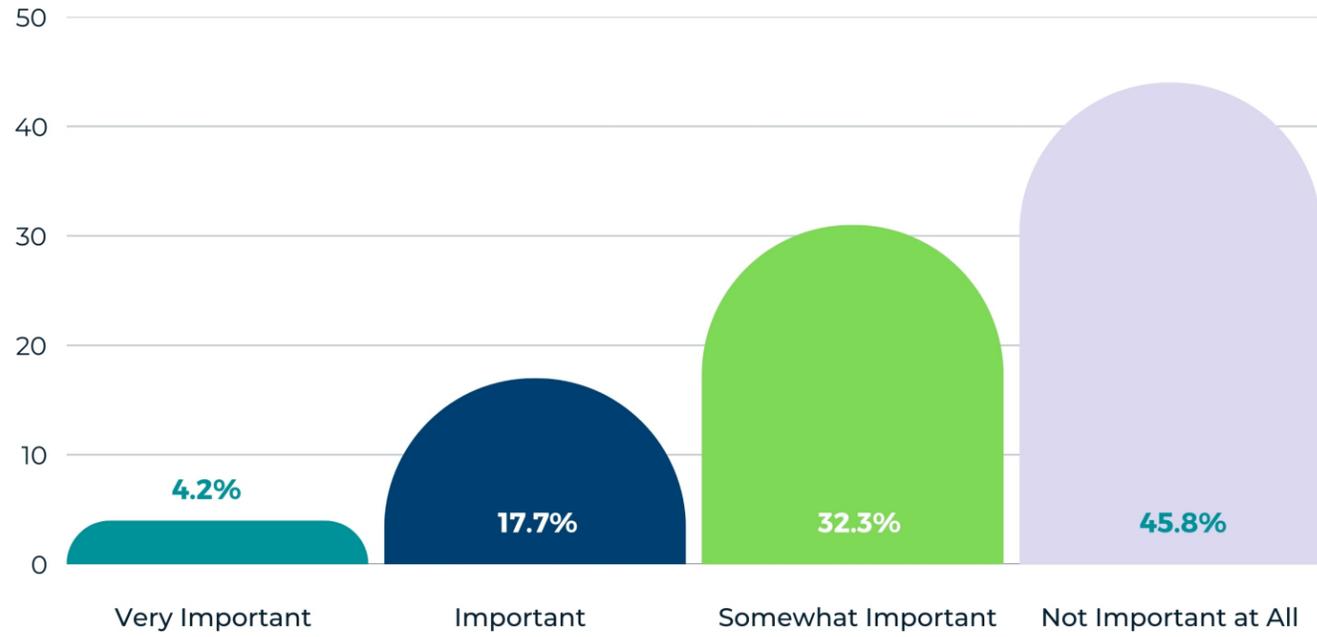
23. **CONNECTIVITY: THE CITY OF HUDSON SHOULD CREATE A COMPLETE ROAD AND TRAIL NETWORK WHICH ENCOURAGES SAFE, EFFICIENT VEHICULAR TRAVEL AND WHICH SUPPORTS RECREATION AND NON-MOTORIZED TRANSPORTATION WHILE ENHANCING THE NATURAL BEAUTY OF THE CITY.**

96 responses



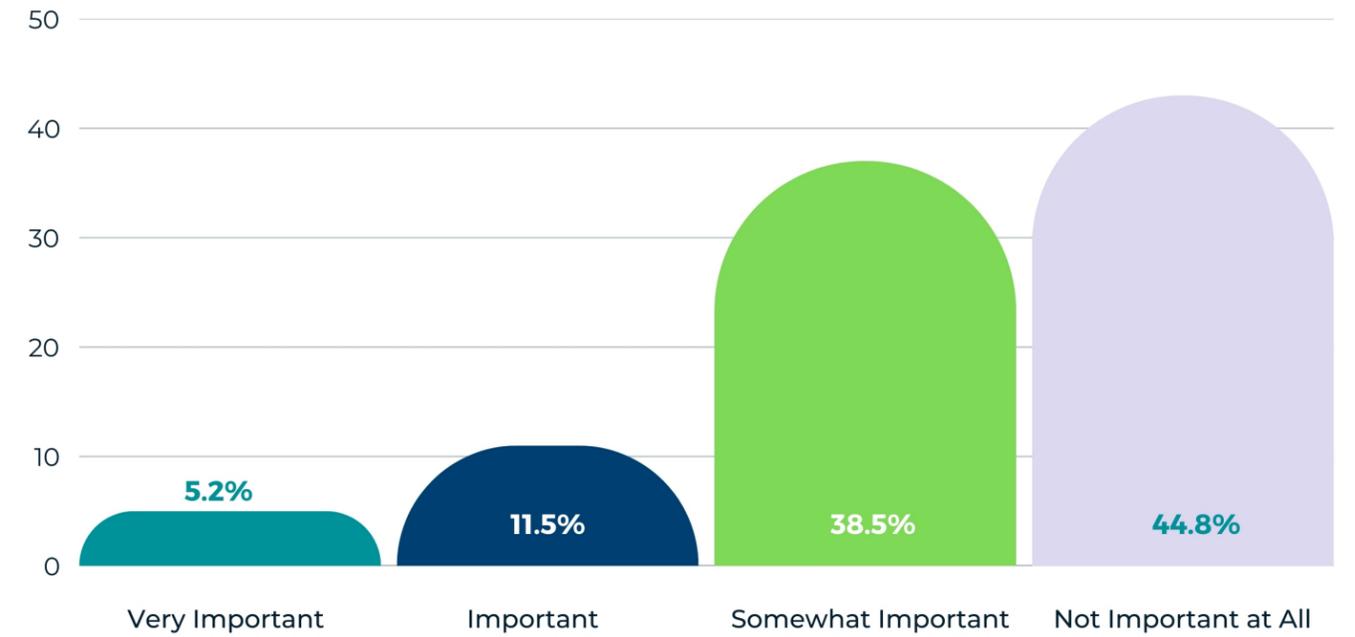
24. **ECONOMIC DEVELOPMENT: THE CITY OF HUDSON SHOULD PROMOTE APPROPRIATELY SITED AND ATTRACTIVELY DESIGNED RETAIL, SERVICE, AND INDUSTRIAL ESTABLISHMENTS AT APPROPRIATE LOCATIONS WITHIN THE COMMUNITY.**

96 responses



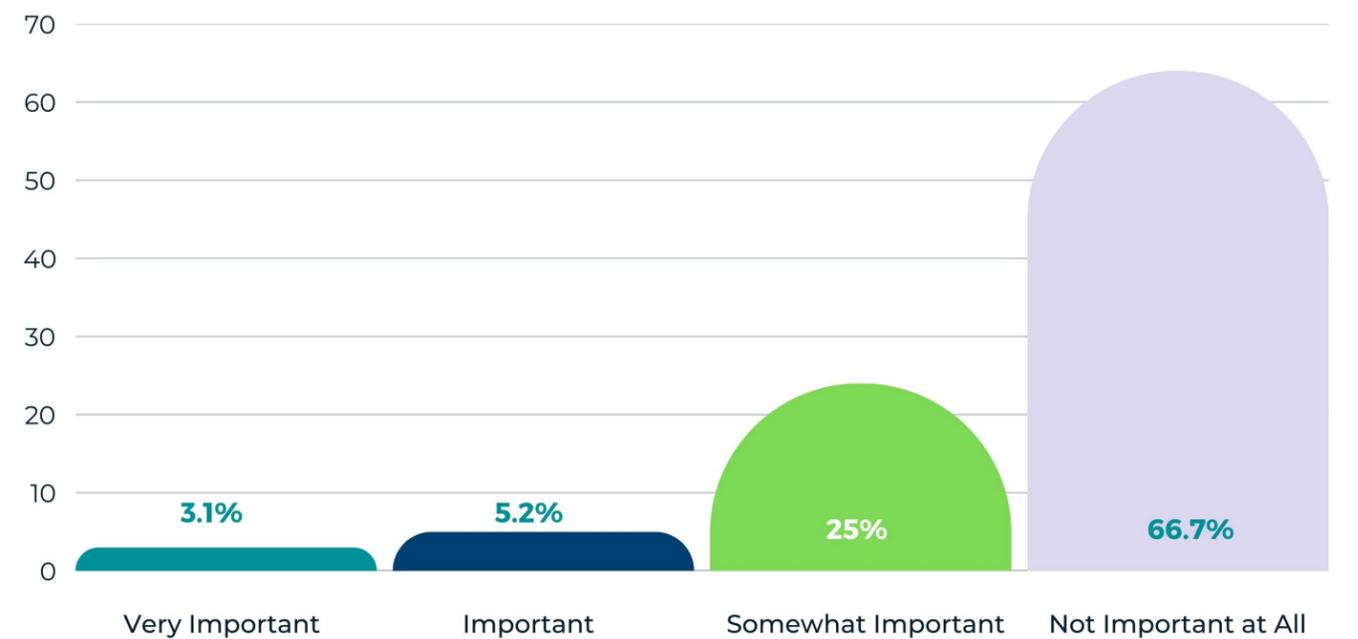
25. **HISTORIC ASSETS: THE CITY OF HUDSON SHOULD FOSTER ITS IMAGE AS A HISTORIC COMMUNITY, CAPITALIZING ON HISTORIC ASSETS SUCH AS THE DOWNTOWN, CARNEGIE LIBRARY, AND THE RAILROAD VIADUCT OVER BEAN CREEK.**

96 responses



26. **NATURAL RESOURCES: THE CITY OF HUDSON SHOULD PRESERVE ITS EXISTING PARKS, ENHANCE ACCESS TO RECREATIONAL OPPORTUNITIES AND TRAILWAYS, AND FOSTER AN APPRECIATION FOR THE NATURAL BEAUTY OF THE CITY.**

96 responses



## Section 5: Other Thoughts

### 27. IS THERE ANYTHING ELSE YOU'D LIKE THE CITY OF HUDSON TO KNOW?

92 responses

Feel very blessed to live in Hudson. Love the United Hudson Churches initiative.
I would add poop bags on the by memorial park trail. I wish there were more cameras at memorial park. Lots of kids mess around down there.
Encourage agriculture such as allowing city residents to have a certain number of chickens per house hold member. Or garden stands to allow everyone to share items to help off set rising cost of groceries and to help support families in need.
City office employees should be evaluated by residents of Hudson. Property taxes shouldn't increase every year. People are struggling and Hudson isn't doing anything to help people with the property and income taxes plus the water bill. Several people planning on moving once the market goes back down.
The city of Hudson needs to maintain what we have. Clean up outside housing. Enforce ordinances. Fix the streets, clean the streets. Paint the waste water buildings. Let's make Hudson look Great Again. Hudson has a bad housing problem. On one street you have a good house, the rest are falling down. The better Hudson looks , the more inviting we are. Make landlords fix up rentals. Tear down all of the junk houses and get out slumlords.
Redo S maple grove Ave, it sees a lot of traffic. From sacred heart goers, park goers. With as much traffic it sees, it should be repaved from some of the thousands in taxes the city receives yearly.
Improve our street
Parking downtown is terrible, and that is with several of the buildings empty. If just a couple of places are busy there is nowhere for anyone to park. How can our town grow, or why would a new commercial business want to come to our downtown, if there is no parking available?
Lower your taxes, there's no reason we should pay this much to live in a town that offers nothing
Please work on streets and public safety. The schools are beyond local help.
Get to know you business owners. Fix more roads. More rec fields/ball fields
Hudson is too small to have a city income tax!
Upkeep of city streets is utmost concern. A visitor to Hudson recently commented that the roadways in Hudson are deplorable. There are streets in this town that virtually has nothing but crumbled asphalt.

Yes, please continue to keep marijuana retail and production OUT of Hudson. It makes a community stink. Keep fostering a love of kids and seniors by the parades and public services offered at the fire station and police station. The school support and library support makes this city strong, too, and the churches make it a caring place. Keep the parks and paths, they make it good to exercise and add beauty.

Sometimes people are very negative about things but just know that some of us are content and really enjoy this town and its history. I will forever be a supporter of Hudson. I never have a desire to live any place but here. While I do think road conditions are terrible I do understand that money is not always there to fix issues. Maintain and fill in what we can and do what we can as money allows. Small bites and maintain what we do have. We all are just doing our best and believe that we will remain solid as a community. Those who want to stay will and everyone is free to move out as they wish but I surely hope the good far outweighs the bad. Pride in home ownership should be very important but sadly not all people in my neighborhood are on the same page. Mowing your yard is a basic must and that's hard for some. Sad. I will continue to make my own area the best I can and do what I can to make my hometown a wonderful place. I believe in our motto...small town big heart. Just smile. It makes everything better. Give a little and know that it could always be worse. I think we have some incredible people in important roles within the city. There will always be negativity and they seem to have the loudest voices. Just know that you have a quiet supporter on the very south side of town.

As a property manager and realtor within the city, I talk to a lot of city residents every day. I hear more complaints about the disrespect coming from the city office almost daily. People love the city of Hudson and the schools. If it wasn't for our school systems and athletics, we wouldn't have many good tax paying residents left in town. Not to mention our water bills are out of control. In my personal opinion, we need to have some guidelines and specific qualifications for our city officials. The most qualified individuals should be hired not the yes men. We have seen this happen in the City office, DPW and fire departments in the past several years and you can certainly see the impact it has taken on the city. It's honestly so sad to watch our city crumble underneath us.

Problems: Ice on the downtown sidewalks. After a snowfall the sidewalks are cleaned. Later when the ice and snow melts from the buildings the water turns to ice on the sidewalks. I see this problem on the south side of the street between Market Street to the Community Center. The ice is only in small areas but can be hard to walk. This only happens after the original snowfall has been cleaned away.

Need Better roads

Traffic on main street, church street and maple grove needs to have speed checks. way too many cars, trucks and school buses speed on these streets. Tickets should be given out. Downtown buildings should be painted to keep Hudson attractive and beautiful. The historical buildings are beautiful and should be maintained. City water should be corrected to be safe to drink and laundry should be cleaned and whites should be white. Tubs/showers should turn orange. I like living in Hudson.

Regulate rentals/slum lords.
Have Main street businesses leave on some form of lighting after they close. When you travel through town at night it looks like the buildings are deserted. Enforce parking on streets. Homeowners park travel trailers and motor homes on their property and use curb side as if they own it and vise versa. Enforce building code - get rid of junk hoarders.
Hudson has been my home for my whole life, I love it here, there's definitely things to work on and add like the railings on the trails by the river are a huge concern, I am in childcare and take kids on walks down the trails, it's a straight drop off and there's nothing to keep people from falling. Most of the back roads are really bad and should get fixed correctly. There seems to be more people without homes around here so more apartments and housing options could be great for those in need. I think Hudson could do more community events, things to bring us all together more often like huge game nights or festivals or competitions, a few years ago we all floated down the river to get a root beer float which was such a fun thing to do, so stuff like that could be really nice, but overall Hudson is an incredible place and I am so proud to have lived and grown up here!
Keep our town small and safe.
Maple Grove is Broken
I have lived here for over 25 years. The community has changed. I currently live across the street from a halfway house and have to deal with fighting, screaming and many other disturbances.
Our city streets are an embarrassment! In a town where residents have to pay a city income tax, and have always paid it, these current streets are the best we can do?
Taxes are very high
It is a wonderful place and we feel safe here.
Yes, eliminate city income tax, and lower our water bills!!
stop wasting money on foolish things and fix the roads/quit hiking water fees/quit looking for ways the citizens can bail you out of mismanagement of funds / look for ways to reduce expenses within the city office!!! quit giving new businesses a hard time about opening/change the outdated ordinances to allow growth/give tax credit for home improvements/stop wasting time with garage sale permits...who cares!!! support local small business owners by exempting city income tax/ people will do their own beautification when they are not over taxed. If your so worried about city improvement take a good look at how you've wasted money in the past and make sure it stops/ the million dollar 2 blocks on Maple Grove / let's not forget the toxic mosquito spay the city insisted on for years/use greater common sense when spending citizens tax money/ do not exempt TSC from city income tax if small business pays so should big businesses/late fee on water is outrageous in some cases more than credit cards reduce this to match other cities

The city needs to care for what it has and continue to increase retail business! Improve it's balance sheet, care for the residents services, improve roads not trails and care for our trees that need to be maintained or removed. Last clean up delapitade housing to keep or neighborhood safe and pleasant looking
It would be awesome if the parks would have access to water for the people that pay for reservations
I believe the city should revise its ordinances to extend yard maintenance and cleanliness standards to all areas of residential properties, not just the front. Conditions that create unsanitary environments, harbor pests, and negatively impact the quality of life in our neighborhoods should be a priority in our community's standards, and enforcement should be available for neglected back yards as well as front yards. Thank you for considering my concerns, and I hope to see future ordinances that reflect the well-being and safety of all residents.
up to date public safety
Hazard of the corner of main and market st. Parking blocks view of traffic and is a massive hazard.
Stop blight. Control your payroll. Ticket & tow undriveable vehicles. Persuade Pittsford Twp to enforce their regulations. Homes on M34 west just before Elm are dumps.
City owned trees need to be taken care of near the power lines. Growing up here was the best times and now it makes me sad to see some of the things gone like the fair,
Fix the streets please.
Pay enough. With our property taxes and water bills. That we should not be pressed for income taxes well. The cost of living in Hudson. This borderline unaffordable.
The level of services being provided continues to decrease year by year resulting in negative opinions of the city and causing continued deterioration of the city and it resources.
We need more employment
Allow all residents to own chickens/roosters. Promote wildlife gardens instead of grass.
Trail system and small community is my favorite part of Hudson. Tractor supply is gonna kill business at the mill and the hardware. Should've never been approved shame on you.
TSC was not a good idea for this community
By keeping marijuana dispensaries out of Hudson, you are losing a big tax base. Marijuana isn't the concern. The city should make an effort to deal with the meth problems in this town rather than trying to keep people from legally purchasing marijuana in out town.

i think that TSC wad a bad move, and we need a skate park
Enforce city ordinances to maintain our city as a pleasant and beautiful place in which to live. City street repairs and resurfacing.
Lower water bill get rid of ciry income taxes
North Church and Water St need repaired it 10 years to long
Continue to reach out like this for public input. Most complaints I hear are centered around spending tax dollars on "goofy" expensive purchases when it could have been better spent elsewhere, or at least explained why the choice was made.
I have felt for a long time that Hudson is a small town trying to be a big town. The rates for income tax is absurd (should be abolished), as well as our water and sewer rates. Especially considering that the water bills have tripled and the quality of the water is no better. It ruins home fixtures and applications and I don't feel like I should have to buy a softener and salt when I'm already paying a ridiculous amount for water. Also, we need better/more police patrols everywhere. 127/34 get covered well, but I see people driving like idiots on the side streets all of the time. Speeding is the biggest issue. It would also be great a handle on the animal issue. I see way too many dogs and cats just running loose around town. Another issue is the way the town spends money. Is it really needed to have a big, expensive sign for welcome to hudson? Do we need to buy new patrol cars, ambulances, DPW rigs all the time? Were the trails really needed? All that money could have been spent on fixing streets, or giving tax cuts. We also need to focus on getting more businesses. We should have more than Subway and McDonalds in town for fast food. We also should have more grocery stores to give Bob's competition so maybe they would lower their prices. TSC is a great asset to town, because frankly ACE is a joke. I guess the bottom line is that this city really needs to examine how much they charge for stuff, and "trim the fat" to make life more affordable for citizens in this town.
The streets are a disgrace. The condition of our streets would deter people from moving here.
Preserve the charm - take a drive down Lane Street, Church St (N), Washington, Hill, Joppa just to mention a few. Business in appropriate neighborhoods - TSC? All vacant property owned by the city has been sold. Public service - excellent ambulance service. please keep prof. director. Police - no 24 hour coverage and no youth officer. Make improvement. You neglect to mention the need for professional management system and council members.
Please evaluate the conditions of the roads within the city limits. Some could use some maintenance. Thank you.
Allow chickens

# APPENDIX B

## Downtown Design Guidelines

### "The Hudson Plan"

The City of Hudson's 2025 Master Plan update adopts the downtown design guidelines from the 2017 Master Plan, prepared by McKenna Associates. Representative pages from that document are included in Appendix B for reference.

### 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.

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.

Hudson's most important task is to restore altered buildings to their original design.

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 technical feasibility.

**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.

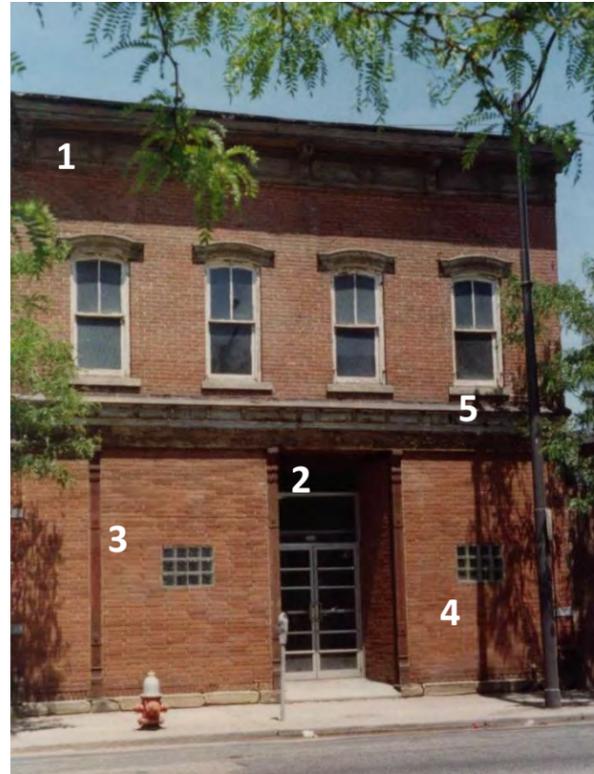
- e. Avoid the use of materials that are not visually compatible with the original façade such as shiny metals, plastic panels, vinyl windows, or vinyl doors.
- f. All glass must be non-reflective.

**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



# APPENDIX C

## Public Notices

**TO BE UPDATED**

# APPENDIX D

Minutes of Public Hearing

**TO BE UPDATED**

# APPENDIX E

Council Resolution

**TO BE UPDATED**

# APPENDIX F

## Letters of Transmittal

**TO BE UPDATED**