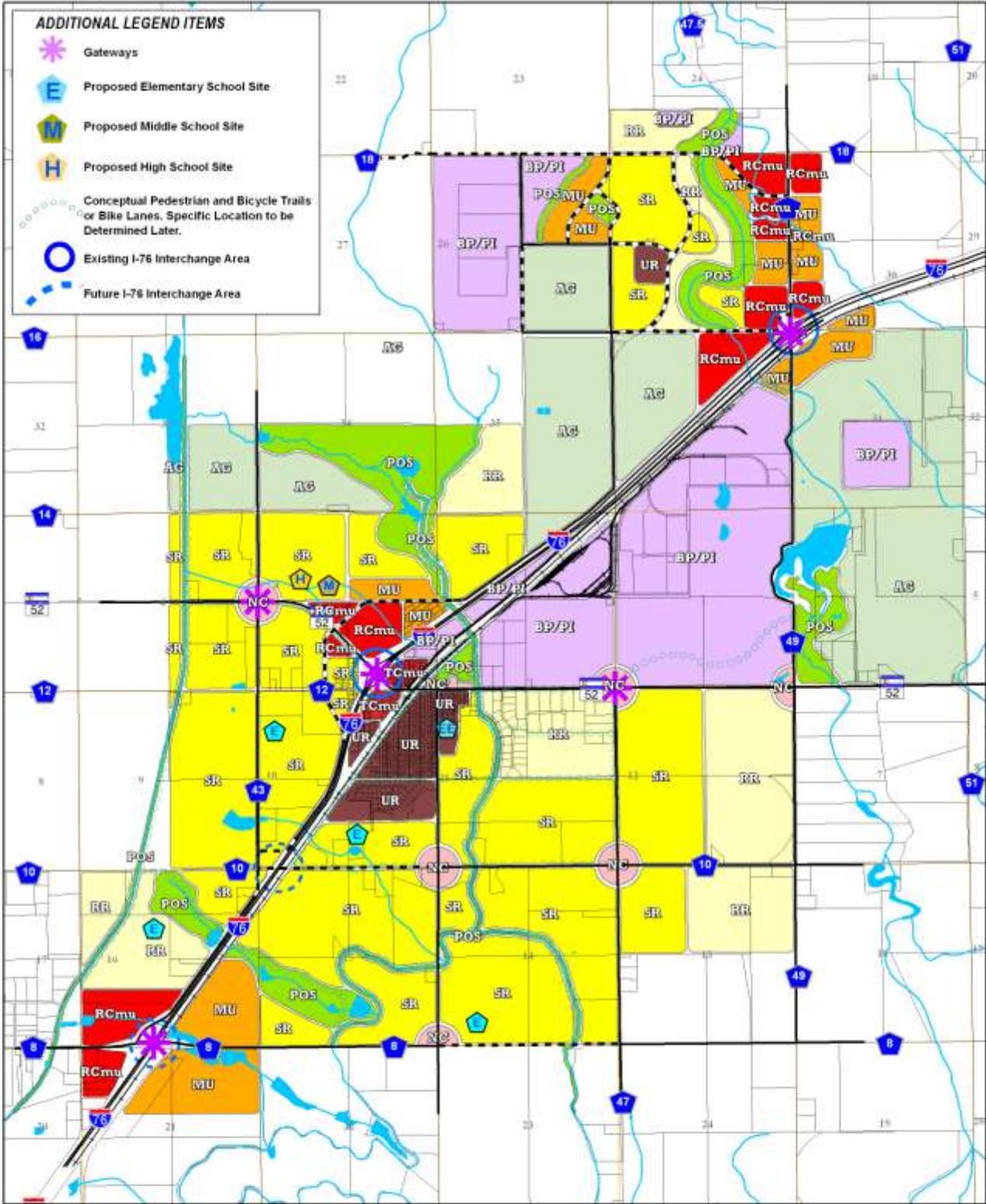


COMPRHENESIVE LAND USE PLAN DESCRIPTION

Land Use Categories

It should also be noted that the following descriptions of land use categories are generalized summaries only, and do not substitute for the considerable detail that would be applicable to each of them in the regulations contained in the Land Development Code.

NOTE: IN THE DISCUSSION OF LAND USE CATEOGORIES THAT FOLLOWS PHOTOGRAPHS ARE USED TO FURTHER ILLUSTRATE THE INTENT OF THE PLAN DISTRICTS. THESE PHOTOGRAPHS ARE INTENDED TO ILLUSTRATE BUILDING TYPES AND BULK AND HEIGHTS OF STRUCTURES. THEY ARE NOT INTENDED TO SUGGEST ARCHITECTURAL STYLE OR MATERIALS DESIRED IN THE TOWN OF HUDSON.





**Map 8:
COMPREHENSIVE LAND
USE PLAN MAP**

**COMPREHENSIVE PLAN
Town of Hudson**

<ul style="list-style-type: none"> RR Rural Residential SR Suburban Residential UR Urban Residential TCmu Town Center Mixed Use RCmu Regional Commercial Mixed Use 	<ul style="list-style-type: none"> NC Neighborhood Commercial MU Mixed Use BP/PI Business Parks/Planned Industrial POS Park and Open Space AG Agriculture
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NORTH
Map Not to Scale
Each Section is Approximately One Square Mile
October, 2012

Summary of Land Use Categories

Rural Residential (RR)
Suburban Residential (SR)
Urban Residential (UR)
Town Center Mixed Use (TCmu)
Regional Commercial Mixed Use (RCmu)
Mixed Use (MU)
Neighborhood Commercial (NC)
Business Parks/Planned Industrial Development (BP/PI)
Park and Open Space (POS)
Agricultural (A)
Gateways (Shown with an asterisk on the Plan Map)

RESIDENTIAL LAND USES

RURAL RESIDENTIAL (RR)

Desired Location and Character

The purpose of the Rural Residential land use classification is to preserve land in an agricultural state or on very large lots. Rural Residential areas can accommodate both large lot development and cluster development in which low overall densities are preserved in small cluster of homes combined with commonly-owned open space.



The Rural Residential category is intended to provide for a generous amount of land for homesites and provide a "county atmosphere:

Desired Attributes & Uses

- Lots comprised primarily of open lands
- Domesticated farm or ranch animals permitted based on acreage of land and whether it is irrigated or non-irrigated land
- Accessory structures and uses that assist in the production of value-added agricultural products
- Family farms and ranching businesses
- Riding school; petting corral; on lots that are at least 10 acres
- Veterinarian; saddle repair on lots that are at least 2 1/2 acres
- Cottage industries and home-based business endeavors
- Well-maintained dwellings with or without guest or work quarters
- Irrigation ditches that go from lot to lot should be protected and center flow maintained
- Impervious cover should be minimal to reduce surface run-off
- Pedestrian, bike and equestrian trails are strongly encouraged.
- Bicycle and equestrian-friendly roads with low traffic and heavy commercial vehicle restrictions where possible are appropriate in this area

SUBURBAN RESIDENTIAL (SR)

Desired Location and Character

This land use designation is designed to promote, stable, well-established neighborhoods with a mix of densities, located off community collector streets and in close proximity to planned regional and local trail systems. The lots should be of sufficient size to allow for off-street parking.



The Suburban Residential category would accommodate single family detached homes on standard subdivision lots.

The citizens of Hudson wish to avoid “cookie-cutter” subdivisions where there is little or no variation in lot size nor any variation in the style and size of homes. Furthermore, since the community wishes to maintain its rural setting, areas designated as suburban residential should include a mix of densities and lot size transitioning particularly where smaller lots abut larger lot development. In order to allow for cost effective development, the Town may support the subdivision of land into lots that are less than 6,000 square feet but no more than 5 units per acre and only if additional open space is provided.

If developers wish to create smaller lots or promote mixed use developments, the Town encourages developers to use the Planned Unit Development process, which allow the developer greater flexibility while ensuring that there is diversity in lot size, a transition from rural to urban character and adequate open space. Lastly, new housing developments should be designed to respect the natural land characteristics including views to the west, drainage ways, floodplains, and riparian habitats.

It is anticipated that where development abuts a land use of less intensity (for example, a single family development next to a large lot area) that appropriate setbacks would serve to create a “feathered” transition between those parts of the development that are adjacent to each other.

Desired Attributes and Uses

- A mix of compatibly designed single-family detached houses
- A variety of housing styles and sizes and a range of lot sizes are strongly encouraged
- Setbacks between lots should be large enough to allow for landscaping and usable open space and to allow access to a second story window.
- A transition in subdivision lot sizes or increased perimeter set backs should be required for any perimeter lots where the existing adjacent lots are a disparate size.
- Open space requirements may be reduced in exchange for a greater percent of larger lots or substantial recreational or educational amenities including but not limited to swimming pools, common areas, tennis courts, equestrian facilities, recreational centers or school sites that are available to area residents or other projects that are consistent with the values of the community.
- Pedestrian access routes to open space and trails should be clear and easy to reach from any new subdivision.
- Scale, size and siting of residential homes should be appropriate to the lot size and lot

configuration

- Garages should be visually subordinate to primary structure and setback in accordance with the Town Land Use Code from the front property line to allow for adequate off-street parking
- Landscaping is recommended on the land between the primary structure and street. Xeriscaping or additional water conservation techniques are strongly encouraged.
- Open space, parks, and trails should be integral to any new subdivision and should be so designed to provide easy access to schools, recreational amenities and community destinations
- Open space should be useable and easy to maintain.
- Any road network within newly developed subdivision should promote connectivity and alternate modes. Loop roads are preferred over cul-de-sacs within any new subdivision.

URBAN RESIDENTIAL (UR)

Desired Location and Character

This land use classification is a mix of well-maintained residential types, including but not limited to single-family detached and attached homes, duplexes, tri-plexes, four-plexes, and townhomes, condominiums, and multi-family units, located near shopping, recreational amenities and any future transit service. Areas designated as urban

residential are particularly suited for those who wish to decrease their dependency on the car, for elderly residents and for those that are single or just starting out. Urban Residential areas are encouraged to develop in locations that

can provide a transition between lower density residential neighborhoods and non-residential uses, particularly retail uses. This land use classification seeks to encourage amenity driven multi-family complexes where units are either attached or stacked.

It is anticipated that where development abuts a land use of less intensity (for example, a multi-family development next to a single family area) that appropriate setbacks would serve to create a “feathered” transition between those parts of the development that are adjacent to each other.

Desired Attributes and Uses

- Well-maintained dwellings/properties.
- Choice in size and cost of housing.
- Well-landscaped properties with landscaping along all perimeter lot lines.
- Parking that is subordinate to the principal use and located to the side or rear of the structure.
- Multi-family complexes with off-street parking in garages or in landscaped parking lots.
- Trash enclosures, maintenance equipment and storage sheds that are screened and located out of public view.



A variety of housing types are envisioned for the Urban Residential category including multi-family units as shown above.

- Playgrounds, recreational amenities, and common areas.
- Spacing between units and screening with plant materials or plant materials and fencing along the perimeter of the development; fencing alone is strongly discouraged.
- High quality design with on-site amenities.
- Open space, connecting trails and parks nearby.
- Desired density is 6-10 dwelling units per acre with on-site amenities and open space.
- The size and shape of structures should be consistent with the historic character of the area, with the building mass broken up.

NON-RESIDENTIAL LAND USES

TOWN CENTER MIXED USE (TCmu)

Desired Location and Character

The Town Center Mixed Use Land use category represents the historic heart of Hudson and includes specialized government functions, retail and eating and drinking establishments. This area is accessible off of Main Street running north and south through the center of Hudson. Office use above retail establishments is encouraged in this area. This area is intended as a community gathering point. It is both a drive-to as well as walk-to destination



A Town Center concept may include a central park or open area surrounded by new or rehabilitated buildings.

Desired Attributes

- Developments designed to respect the historic street network.
- Development is integrated with the scale of existing development and the surrounding environment.
- The size and shape of structures should be consistent with the historic character of the area, with the building mass broken up.
- Developments that minimize visible, at grade, on-site parking.
- Parking is provided on-site or through in-lieu of parking fees used to acquire centralized public lots.
- Developments that combine small business and specialized retail uses that are attractive to pedestrians and do not generate a high volume of vehicle trips.

In order to increase customer visits and promote economic revitalization, the following building image/site planning principles should be considered. These characteristics also serve to reinforce the rural, small town atmosphere desired by residents in Hudson and the surrounding area.

- Provide landscaped access points with a defined curb cut so customers know where to turn in;
- Showcase buildings and businesses not the parking to attract more customers. Developments that minimize the view of on-site parking by locating parking to the sides

and/or rear of buildings, or by breaking parking up into several, linked parking areas rather than one large parking area is preferred

- Outside storage, which is different from outside display, is not an attraction. It's a deterrent to business growth. No outside storage should be allowed. Standards should be developed for outside display. Placement and design of outside displays should be reviewed during the site plan review process;
- Store fronts with visible display windows where merchandise and customers can be seen from the street is an enticement to stop and shop whether you are serving food or selling merchandise;
- Permanent signs that are unique to the business, particularly those with symbols that capture what your business is all about should be developed. Temporary signs and banners are strongly discouraged.

Desirable Uses

- Retail establishments
- Professional office facilities that are not high traffic generators, including but not limited to: medical, architecture, real estate, financial, legal and engineering services.
- Personal services and servicing facilities
- Public and quasi-public buildings including government offices
- Quality restaurants

REGIONAL COMMERCIAL MIXED USE (RCmu)

Desired Location and Character

The Regional Commercial land use category is located at the I-76 interchange locations and reflects the difference in traffic volumes and accessibility at these locations. Development at these locations are orientated to the traveling public as well as to businesses that serve a regional market.

Mixed uses of retail, office and housing is encouraged. However, it is expected that the majority of the uses in these areas are retail commercial businesses.

It is anticipated that where development abuts a land use of less intensity (for example, a commercial development next to a single family area) that appropriate setbacks would serve to create a "feathered" transition between those parts of the development that are adjacent to each other.

Desired Attributes

- Uses requiring larger parcel sizes that provides services for the traveling public and



Lodging facilities are a desirable activity for Regional Commercial uses at I-76 interchanges.

- shopping facilities for residents of the greater Hudson area.
- Destination Retail
- Adequate transition is provided between differing land uses.
- Primarily auto-oriented uses with on-site parking provided.
- High visibility and access from adjacent principal arterial streets.
- Complementary commercial and business services with pedestrian corridors and plazas that begin to encourage movement between shopping areas.
- Well landscaped developments that clearly differentiate between pedestrian areas and traffic areas.

Desirable Uses

A wide variety of commercial uses, particularly retail is appropriate for these areas of the community and include:

- Well-planned attractive clusters or nodes of commercial development that complement each other through common site planning or are complementary in terms of market draw
- Automotive related services and sales are allowed if the desired attributes of development are included in the development or redevelopment of land parcels along this corridor.
- Complementary commercial and business services with pedestrian corridors and plazas that begin to encourage movement between shops.
- Clusters of complementary uses that provide services for the traveling public including lodging and automotive services.
- Groups of shops and services that share a single access point
- Eating and entertainment complexes
- Professional offices and services including medical services and facilities.
- High and/or medium density housing at 6-10 units per acre.

Mixed Use (MU)

Desired Location and Character

Areas designated as mixed use are located along or with easy access to a major arterial and/or a major collector. These areas are designed to accommodate a mix of uses including retail, office, higher density residential developments and commercial accommodations. This land use category may also include specialized land uses such as public facilities, senior citizen facilities and recreation and it desirable that compatible uses are within walking distance of each other. The mixture of uses can be either horizontal or vertical in a multi-story structure.



Desired Attributes

- Shopping goods and services for surrounding neighborhoods.
- Designed to provide a buffer or transition from streets with heavier traffic to residential neighborhood.
- Accommodates easy access to goods and services by pedestrians and cyclists.
- Development contains pedestrian connections and amenities to surrounding neighborhoods, parks and recreational facilities
- Development or redevelopment projects that enhance the character of the community, and fosters uses that are complimentary to the regional commercial uses of the community.

Desirable Uses

- Small scale retail
- Professional offices
- Live/work developments
- Professional services
- Medical offices, critical care facilities and satellite hospital facilities
- Institutional uses and facilities.

NEIGHBORHOOD COMMERCIAL (NC)

Desired Location and Character

This land use classification is typically located at the intersection of at least community arterial street and community Collector Street. Unlike the Town Center Commercial land use category, the Neighborhood Commercial category is designed to accommodate larger

convenience retail establishments such as a grocery store, pharmacy, franchise restaurants, and professional services. These areas should accommodate small to mid-size shopping centers that provide a mixture of goods, services and employment opportunities for residents of the area. This type of land use needs less land area than the Regional Commercial land use category.



Businesses serving the Hudson community are envisioned at areas designated for Neighborhood Commercial activities.

Desired Attributes

- A mixture of non-residential development that provides goods, services and employment opportunities for the citizens of Hudson and the unincorporated areas surrounding the town.
- Critical care facilities and satellite hospital facilities, professional offices and financial institutions are appropriate in the land use category.
- A range of compatible non-residential retail uses that provide a walkable development throughout the site.
- A design that eliminates parking as the dominant or most visible use.
- A mixture of complementary retail and service facilities which encourage one-stop shopping.

- A site designed to provide transition from heavily traveled main thoroughfares to residential neighborhoods through the use of landscaped buffers, trees and berms.
- Projects that contain a mixture of complementary retail and services facilities and shared access points to encourage on-stop shopping.

BUSINESS PARKS and PLANNED INDUSTRIAL DEVELOPMENT (BP/PI)

Desired Location and Character

Land with easy access to I-76, State Highway 52 and the Burlington Northern Santa Fe Rail service. This land use district is intended to promote the development of local employment centers. Larger employers and industrial uses are encouraged to cluster in a campus-like setting or may be stand alone facilities that are screened from view. Uses appropriate for this land use classification include: mixed-use support centers for the oil and gas industry, light manufacturing, fabrication and assembly, research and development facilities; warehousing centers, offices and supporting uses and professional services. The type of business or industrial use is less important than what is seen from major highways in the area.



Well designed industrial buildings in park-like settings are envisioned for the BP/PI District

Desired Attributes and Uses

- Well planned, landscaped business or industrial parks with a defined point of entry.
- Professional, financial, insurance, personal services and other office uses.
- Retail and commercial support facilities including convenience retail, eating and drinking establishments, day care facilities and health clubs.
- Support services for the trucking industry including fuel and food stops.
- Development that is well buffered to minimize negative impacts to nearby neighborhoods and residential uses.

PARKS and OPEN SPACE (POS)

The public/open land use classification includes the following:

- Publicly owned and managed developed parkland, recreation facilities and undeveloped land utilized for active, passive and recreational purposes, in addition to conservation. Park and recreation facilities are defined as areas used for outdoor recreational activities.



Passive parks for picnicking and social gatherings is one of the many types of park and open in a community.

- Open space is either land owned or leased by the Town or land dedicated as open space through the development review process. Open space lands are stabilized with vegetative cover, are free from any structure, and are not used for drives, parking, or storage.
- Public open space can be utilized for hiking, picnicking and other non-intensive outdoor recreation. This designation also includes areas that cannot be developed as they are within 300 feet of a stream or creek and as such are designated as flood plain' on the Land Use Map.

AGRICULTURAL (A)

Desired Location and Character

- Areas on the perimeter of the community or its planned boundaries.
- Areas where site conditions lend themselves better to agricultural (farming or ranching) operations than to development.
- Areas may be adjacent to residential neighborhoods, as long as "right to farm" issues are understood, since agricultural uses usually pre-date suburban or exurban development.
- Areas not needing ready access to highways, arterials, or major collector streets.
- Areas without, or not in need of, adequate utility and infrastructure system capacity.

Desired Attributes & Uses

- Lots comprised primarily of open lands
- Domesticated farm or ranch animals permitted based on acreage of land and whether it is irrigated or non-irrigated land
- Accessory structures and uses that assist in the production of value-added agricultural products
- Private and/or unpaved roads permitted
- Family farms and ranching businesses
- Veterinarian; saddle repair on lots that are at least 2 1/2 acres
- Cottage industries and home-based business endeavors
- Well-maintained dwellings in the vernacular country style with or without guest or work quarters
- Irrigation ditches that go from lot to lot should be protected and center flow maintained
- Impervious cover should be minimal to reduce surface run-off
- Bicycle and equestrian-friendly roads with low traffic and heavy commercial vehicle restrictions where possible are appropriate in this area.

GATEWAYS (Shown by an Asterisk on the Plan Map)
Desired Character and Locations

Gateways are envisioned along major aerials streets to announce the entry into the Town of Hudson. Distinct detailed design of the gateways would need to be developed, however, it is expected that they would include: a monument sign of the town logo, directional signage to the Town Center, special landscape treatment along the approach to the identified gateway, a landscaped median a



Gateways can incorporate landscaping, sculpture and land forms to announce arrival into the community.

The following intersections have been identified as potential Gateway areas:

- I-76 at State Highway 52 and at WCR 49
- State Highway 52 East (Main Street) at Oak Street; State Highway 52 West (Bison Highway) at WCR 12.5
- Future Interchanges at WCR 8 and WCR 12.