

TOWN OF HUDSON



2007 COMPREHENSIVE PLAN

June 2007

Town of Hudson

2007 Comprehensive Plan

Submitted by:

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I. INTRODUCTION

Hudson's History

1882-1887 Supply Stop

In 1882 the Burlington and Missouri Railroad completed a line from Denver to Eckley, Colorado. Passenger service began on June 26, 1882. Hudson began as a supply stop along the line to provide the steam locomotives with water and coal. Nothing existed at the present site of Hudson until the Burlington built a section house and a depot in 1883.

1887-1893 The Land Boom

Hudson was founded on November 2, 1887. John M. Lapp had purchased some land from the owner of the Union Pacific Railroad, Jay Gould, and on that date he platted approximately 1,360 lots in an area west of the railroad tracks and north of the depot. On September 21, 1889, the Hudson City Land and Improvement Company filed a plat that set boundaries for almost 3,000 more lots. The intention of both Lapp and the Hudson City Land and Improvement Company was to engage in land speculation and promotion of the area. On December 29, 1888 the Colorado Exchange Journal described Hudson as a "bright and booming new town" with a ten acre park, a school house, a post office, and 7,000 lots for sale.

The railroad served as the area's lifeline to Denver, bringing in coal for fuel, lumber, construction materials, and household items as well as new residents. During this period, the railroad continued to use the settlement as a supply stop, bringing many land speculators from Denver.

1893-1970 Commercial Trade Center

With the opening of the first store in Hudson in 1893 Hudson came to serve as the commercial trade center for the area east of Fort Lupton. Some of the types of businesses which flourished in Hudson during this 77 year period were a bank, four newspapers, several blacksmiths, a confectionary, hotels, barbers, and doctors. One restaurant, The Pepper Pod, has been in Hudson since the late 1920s and is well known throughout the State.

Albert M. Kearns, a Hudson resident and an employee of a real estate agency, replatted the Town giving it the street pattern and street names that is has today. On December 16, 1907, Kearns filed his plat with the County. It contained approximately 2,680 lots and Kearns was listed as the owner of the entire area.

The first concerted effort at agricultural and community development took place during this period. Water scarce in the area until the Henrylyn Irrigation District formed in 1907. A canal system was completed in 1913, which ran from the South Platte River. This provided a tremendous impetus to farming. In March, 1913, fifty farmers from Oklahoma came to Hudson to establish new farms.

On April 2, 1914, residents voted to incorporate, electing the first mayor and board of trustees. Seventy-one voted for incorporation and only 3 against.

With the migration to the cities, farms became larger and more mechanized. Slower growth and easier transportation to Denver shrank the retail/commercial sector of Hudson and the regional economy to shrink.

The Purpose of the Comprehensive Plan

It is the duty of the Planning Commission, under the Municipal Code, to prepare and submit for adoption by the Board of Trustees, a master plan for the physical development of the municipality. The Comprehensive Plan (the required master plan) with the maps, charts, and related supporting documents are the Planning Commission's recommendations for the development of the municipality within its Urban Growth Boundary. The Comprehensive Plan will also provide guidance for the Board of Trustees and Commission to promote the desired physical and economic development of the community as expressed by the citizens of the community during the public review and hearings held prior to its final adoption. Zoning ordinances, subdivision regulations, annexation procedures, building codes, and annual budgets are just a few of many areas of municipal governance which will ultimately be guided by the Comprehensive Plan.

The Plan reflects the desired pattern of land uses and illustrates the general location, character and intensity of land uses in the future. The plan is not "carved in granite," and should be reviewed periodically and amended and expanded when necessary as a result of changing conditions and circumstances that may affect the Town's planning area. It reflects the future goals and desires of the Town's citizens. It is also a guide to further, more specific planning exercises that may be necessary in the near future.

As a general guide, the comprehensive land use plan describes the desired future development of the town and serves as a basis for infrastructure planning. Implementation of the plan is accomplished through the land development code, project-specific plans,

capital improvement programs, and various actions and policies of the Board of Trustees.

The 1990 Comprehensive Plan, with the minor land use map amendment of 1999, represents the last land use plan adopted by the town. It was developed with the intent to revise and amend the Plan as needed to adjust to the pressures of growth along the Interstate 76 corridor, the region surrounding the new Denver International Airport and the E-470 toll highway.

This 2007 Comprehensive Plan is intended to be a major revision to the previous plan and the acceptance of the reality that there will be a need for managed and orderly growth within Hudson and the region.

The Planning Process

Citizens of Hudson play an important role in the planning process since they will ultimately be impacted by the development in the region. The planning process, resulting in the adoption of a Comprehensive Plan, must initially provide information to the residents of the area, obtain input and reaction to changes within the proposed plan, and then solicit consensus among those ultimately impacted by the land use visions included within the Plan.



The public was first informed of the proposed revision to the 1990 Comprehensive Plan through the distribution of a citizen survey in February of 2004. The four page survey was sent to every home within the Town of Hudson with questions regarding a variety of land use, growth, and development issues. The Planning Commission, upon review of the survey results, then established the limits of the study area and the economic and environmental factors that would influence the study area.



The study area was determined to be the Urban Growth Boundary established through an intergovernmental agreement with Weld County. The Commission established and evaluated a list of planning factors which they determined would have a significant influence on the revision of the comprehensive plan and the proposed land uses within the study area:

Economic

- National
- State
- Local (County)
- ESTIP, Other incentives
- Cost of Land, Energy, Water, Sewer, Telecom, Materials, Taxes

Physical

- Highways
- Railroads
- Flood plain
- Irrigation Canals
- Creeks
- Soil Types
- Oil, Gas, Mineral Rights
- Hills

Housing

- Demand for new or resale
- Affordable housing market
- Quality construction
- Amenities

Land Use Opportunities & Constraints

- Power Plant

Environment

- Noise
- Wind direction
- Air quality
- Power lines
- Best Management Practices
- Drainage Retention
- Pollution, water runoff

Transportation Driven Growth Corridors

- Interstate access
- Arterial Highways
- Railroad access and crossings
- Trails
- Airport Access
- Regional Airport

Communication

- Cable
- Fiber optics
- Phone (ISDN, T-1, DSL)

Anticipated Growth Trends

- Growth moving toward town from the south

Community Buildings and Facilities

- Parks
- Public works facilities
- Police and court buildings
- Recreation centers
- Ball fields
- Town hall
- Library

Agricultural Uses and Impacts

- Water use, wells, surface waters
- Prime farm land

Retail Market Trends

- Hot growth areas
- Current incentives

Utility Service Limitations

- Sewer discharge permits
- Raw water sources
- Treatment standards

Citizen and Public Input

- Surveys
- Public hearings
- Business group meetings

This list also can serve as a guide for considering land development proposals in the future.

2004 Citizen Survey Summary

In 2004 the Town conducted a survey of Hudson citizens in order to better understand their preferences for the community and thoughts on planning for the future. The following are conclusions relative to planning-related survey responses:

Quality of Life

People responding to the survey indicated by a wide margin that “Quiet Town” was the factor that influenced their decisions to live

in Hudson. This was followed by location, lack of growth, schools and relatives. Respondents were divided over whether the quality of life in the community would be better, worse or unchanged over the next five years.



Growth

Sixty percent of the survey respondents indicated that the Town should support “planned growth.” Only fifteen percent indicated that there should be no growth. People generally supported residential development, although there was a strong bias against multi-family housing. There was a preference for new development to be on larger lots.

People were somewhat in favor of the Town annexing more land. However, they were strongly in favor of having new growth pay for street improvements in the old part of town. They strongly favored preserving the Town’s historic resources.

Economic Development

Most people responding to the survey indicated that the Town should encourage a range of new business development, with a somewhat stronger preference for new retail.

By a margin of over 2 to 1, respondents preferred to have the downtown area preserved in its present location. However, people were divided over whether or not new development should

take place downtown. They were divided over whether or not new retail stores should be “scattered” throughout the new growth areas. Preferences for new businesses were widely divided, with auto parts, pizza, locally-owned retail, medical/professional, and recreation receiving the most responses.



conditions change and new opportunities arise. The Town has proposed that the three-mile plan, as it changes from time-to-time, be incorporated into the intergovernmental agreement with Weld County, and that it serve as the Town’s sanitary sewer service area. The map on the next page shows the limits of the study area and the proposed urban growth boundary.

Infrastructure

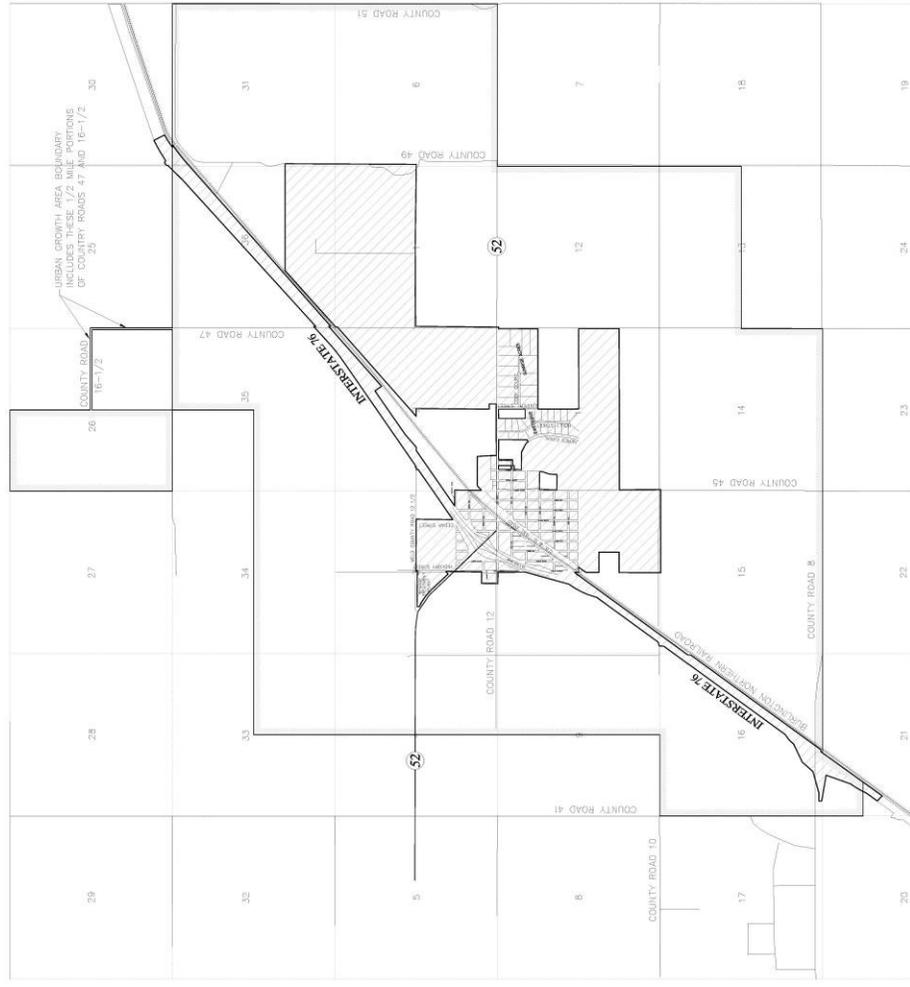
Respondents strongly favored new development having conveniently located parks and trails. Playgrounds were the preference for new park facilities, followed by wildlife habitat, a swimming pool, a lake and playfields.

The Town has survey data on file for inspection by anyone who might be interested.

The Study Area

The study area for the Comprehensive Plan covers an area of approximately 16 square miles. The Plan recommends future land uses in an area from about Weld County Road 18 on the north to Road 8 on the south, and County Road 51 on the east, to Weld County Road 41 on the west. Within this study area the Board of Trustees has adopted a three-mile annexation plan, being an area within which the Town will consider annexation petitions. This three-mile plan, required by Colorado law, is subject to change as

TOWN OF HUDSON, URBAN GROWTH AREA



LEGEND

- URBAN GROWTH AREA BOUNDARY
- TOWN LIMITS

NOTES

URBAN GROWTH AREA BOUNDARY INCLUDES THE 1/2 MILE PORTIONS OF COUNTY ROADS 47 AND 16-1/2.

URBAN GROWTH AREA
TOWN OF HUDSON
DATE: NOVEMBER 27, 2006
SHEET 1 OF 1

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II. COMMUNITY VISION

Hudson should consider developing a shared community vision concerning the future appearance of the town. If there is not a standard of appearance or future vision established, then development may take place in a random fashion and overall community cohesiveness between developments and the old town will be difficult to recognize.

In order to establish a community based vision, direct citizen input will be needed in developing the comprehensive plan. There are certain proactive measures which the Town may take to actively direct the results of its future appearance. Several suggested concepts are presented below:



Neighborhoods and Neighborhood Centers

Identity and character are two defining qualities which are often ignored in the development of the towns of the future. Included in a vision plan for a community should be the concept of establishing distinct neighborhoods. These neighborhoods will establish both identity and character within the Town of Hudson.

While distinct, each neighborhood should clearly be a part of and connected to the community as a whole. Trails and other transportation facilities should

interconnect neighborhoods. "Gated" communities and similar means of isolating neighborhoods from the community should not be approved.

The prescribed concept is the establishment of neighborhoods with unique identities. Each neighborhood should have a neighborhood center such as a park, community building or a school which acts as a focal point, providing residents of the area with outdoor recreation and a greater potential for interaction. The neighborhood centers should be designed with the following basic standards in mind:

1. Each center should be designed in such a way as to establish the character of the neighborhood, and define the neighborhood as a unique part of a larger system that ultimately establishes the identity of the town.
2. The neighborhood center should be anchored by a neighborhood park that exists to add an individually defining element to each neighborhood and act as a public meeting place for residents of the neighborhood. Defining elements of the meeting place may include:
 - Outdoor artwork or statues
 - Unique outdoor recreation opportunities
 - Water features such as fishing ponds or visually enhanced drainage ways.
 - Native environment features such as an historic grove of trees or rock formation.
 - Public structures and gathering areas such as gazebos and pavilions surrounded by flower gardens, playgrounds, historic educational elements, and pet recreational opportunities.

3. Each neighborhood park may include one or more features that help establish the character of the surrounding neighborhood and create a “sense of place.”
4. Surrounding the park could be a higher density townhouse and apartment style residential development. These dwellings should face the neighborhood park and allow the park to act as their community front yard.
5. Each neighborhood center would be designed with the concept of future commercial development being sited at the neighborhood center as population increases and markets expand.
6. The majority of residential areas will be within walking distance of a neighborhood park.
7. Each neighborhood park will be between 4 and 7 acres in size including all water related features and paved surfaces.
8. Each park will be interconnected by a trail system that links all parks within the Town. These trails should provide residents with mobility choices such as biking, walking, jogging or horseback riding.
9. The park will provide recreation and leisure opportunities to the residents of each neighborhood. Scheduled town recreational events should be incorporated into each neighborhood park on a limited rotational basis.

appearance through the development of a revised set of community appearance standards. These standards should be applied to all types of new development and infrastructure improvement projects.

The Town can enforce appearance standards through its land development codes and building code. The goal of developing the community appearance standards is to create a cohesive sense of community and pride. Community appearance standards could easily be integrated into all zoning, subdivision, and building regulations. Typically the appearance standards would apply in the following areas:

- New development standards
- Design guidelines
- Landscaping requirements
- Building permits
- Town sign code
- Park and recreation standards
- Utility and service standards

Community Appearance

The Town of Hudson has the unique opportunity to control its future

III. GOALS AND OBJECTIVES

Residential

1. Maintain a high quality of life and a sense of small town community.
2. Provide for residential growth which “pays it own way” for infrastructure and service improvements.
3. Ensure diversity through the a wide variety of housing types.
4. Explore zoning strategies which encourage a mix of compatible housing types within developments.
5. Implement design standards to ensure high quality residential neighborhoods.
6. Promote affordable housing at higher density to keep housing and infrastructure costs down.
7. Retain manufactured housing developments
8. Develop diverse housing types with small, medium, and large size lots.
9. Continue maintaining a small, rural town appearance within future developments.
10. Plan for mixed-use neighborhood centers which contain residential and commercial features.

Commercial

1. Create both local and regional commercial nodes to increase the sales tax base and provide local residents with retail services within the Hudson community thereby creating a sense of independence.
2. Encourage highway oriented commercial development.
3. Develop regional-commercial opportunities at existing and proposed I-76 interchanges.
4. Encourage retail-commercial development within Hudson to provide goods and services conveniently close to residential areas and the town center.
5. Provide additional Town revenue

sources for community services through optimization of commercial development opportunities and the associated sales and use taxes.

6. Use various incentives to enhance commercial-retail development including the Enhanced Sales Tax Incentive Program (ESTIP).

Industrial

1. Promote light-industrial development that is appropriately located in relation to surrounding land uses, meets environmental standards and provides a stable tax base.
2. Encourage mixed-use development zoning which allows residential and non residential uses, including offices, retail and clean indoor manufacturing, warehousing and multifamily housing.
3. Consider accommodating general industrial development with careful attention to the impacts on the Town and its citizens. Heavy industry can provide significant amounts of additional revenue to the Town but may also cause less desirable visual and environmental impacts.
4. Growth should occur in a phased and contiguous manner to save on the premature expansion of costly infrastructure.
5. Ensure that adequate infrastructure, such as roads, water, wastewater, emergency services and public utilities are available to serve the development. Traffic congestion and noise may be significant from industrial areas. The placement of new industrial growth should generally be located near or adjacent to the I-76 and railroad corridors.

IV. EXISTING CONDITIONS AND TRENDS

Summary

Hudson is located in south-central Weld County approximately 30 miles northeast of downtown Denver. Located adjacent to Interstate 76, Hudson is served by an interchange onto State Highway 52, Hudson's Main Street. Although surrounded by farms and other agricultural and energy-related industries, the Town is a "bedroom community" for persons employed in the Denver and Brighton areas. The approximately 1600 residents enjoy the attractive small town atmosphere and rural setting, and have indicated a desire to maintain those qualities as Hudson grows.

Hudson has historically grown slowly, but regional growth is soon expected to influence the Town. The Town would like to continue to be a family oriented community. Excellent schools in the RE-3J District are nearby. Over the last twenty years, there has been an increase in the number of persons of child-bearing age (between 18 and 44 years old). The per capita income is moderate. Property values have increased, as they have regionally, after a decade of slow growth and declining property values in the early 1990's. According to the 2000 Census, 79% of the dwellings in Hudson were owner-occupied. The combination of proximity to the Denver Metro area for jobs, affordability, good transportation and qualities of small-town rural life present Hudson as a very desirable area to new families.

The Denver International Airport, approximately nine miles directly south of Hudson, has been operating very

successfully for almost a decade and will continue to present additional opportunities for the Town to grow. The greatest impact of the airport will most likely occur within the next decade after the year 2010 as the regional growth begins to focus more directly on the proximity of the airport. Brighton's Bromley Park area continues to generate growth in residential housing with more than 6,000 platted lots currently available. The new \$102 million Platte Valley Medical Center at 144th Avenue and Interstate 76 is indicative of the growth trends along the Interstate 76 corridor just ten miles southwest of Hudson.

The Town of Hudson's biggest challenge to growth remains utility services. Water resources are becoming more scarce and costly to develop. Nitrates are a problem in shallow well water, a condition arising from the fertilization of surrounding agricultural lands. The Town previously decommissioned two wells from the potable supply of the Town due to the high levels of nitrates. In 2004, as a result of a statewide drought, the Town built a reverse osmosis treatment facility to provide a safe, affordable, and adequate supply of water from the Town wells. The drought in 2003 dropped the available supply of Colorado Big Thompson water to 50% of the nominal allocation per water share, thereby creating a water supply problem for the Town. With the new reverse osmosis facility on line, the Town has an adequate supply of water to meet the needs of the Town well into the next decade.

The Town requires the inclusion of newly annexed parcels within the Town into the Northern Colorado Water Conservancy District. New development must be accompanied by sufficient new water supply to serve its needs. The supplemental water supply of the Northern Colorado Water Conservancy

District, when combined with the more affordable reverse osmosis technology, will provide greater opportunity for a more stable and adequate water supply for the town growth.

The Town also provides sanitary sewer service. The existing wastewater treatment plant, a lagoon system located west of the I-76 interchange, is nearing capacity. In order to meet the needs of anticipated development in a timely manner, the Town is pursuing a two-step program to increase its capacity. First, the Town will pursue the expansion of its current plant to meet short-term needs. Then, it will prepare a plan for the long-term needs of the community and its growth area. This will involve examining local and regional alternatives. It will also look at the collection system and plan for an efficient network of trunk lines and lift stations that may be needed to overcome topographical obstacles.

When the Town begins to grow, the transportation network will most directly influence its growth patterns. The Burlington-Northern Railroad, Interstate 76, and State Highway 52 physically divide the Town into three distinct development areas in the proposed land use plan.

The historic Town grid and section-line county road system will continue to promote a linear pattern of future local and collector transportation routes. Future land uses and residential densities will dictate the frequency, location and route of arterial and collector street systems. The proposed comprehensive plan does not detail the extent or character of projected streets or other transit. Transportation plans will be evaluated at the time that land use applications are submitted for consideration by the Planning Commission. Most of the streets in Hudson are

unpaved. The Town has implemented a paving program, using one-half of the local sales tax revenue. Building a larger, diverse and stable source of additional sales tax revenues will accelerate this high priority capital improvement program.

Hudson's anticipated growth will require continued annexation, and development of existing annexed and platted parcels. Existing vacant or otherwise undeveloped land within the current Town limits may accommodate a large part of the anticipated residential, commercial, and industrial demand in the near term. It is important, however, that the future land use plan encompass an area larger than the Town's existing corporate limits. The Town currently has entered into an agreement with Weld County, a "Coordinated Planning Agreement," that designates an Urban Growth Area for the Town. Within this area the County will refer development applications for annexation. On a case-by-case basis, the Town may also consider annexation of land outside of the current Urban Growth Area if such annexation is in the public interest.

Population, Housing, and Income

The socio-economic profile of Hudson describes the population, housing, income, and job characteristics of the community. For the Comprehensive Plan to best address the needs of the community there must be a clear understanding of the community and socio-economic issues facing the Town.

Population (2000 U.S. Census unless otherwise noted)

1. According to the U.S. Census Bureau, as of July 1, 2005, the population of Hudson was 1,587. This is approximately the same as it was in 2000.

2. The population is family-oriented with 49.3% of the households having children under 18 years old. The average household size is 3.23.
3. The median age, now 28.7 years, continues to decline. The senior population over 62 years of age is only 6% of the total population.

Housing

1. There are 485 occupied dwelling units in Hudson. The majority of these are owner occupied (78.8%). The remainder are renter occupied (21.2%)
2. The number of site built housing units has been increasing faster than any other housing type in the last decade when mobile housing units were the predominant housing starts. Since 1990, new houses account for 26.8% of the total housing units. Homes built prior to 1959 account for 33.2% of the total housing units.
3. Housing values have been increasing as part of a general Metro-wide trend with the 2005 average value of \$167,000.

Jobs and Income

1. Most Hudson residents commute to work in the Denver Metro area for professional, service, and government jobs. The average commuting time to work is 35.3 minutes.
2. The median household income in 2000 was \$45,673.
3. Weld County employment has changed during the last decade with 85% in the private sector and 15% in government. In the private

sector, the primary employers are manufacturing (17%), retail trade (17%) and services (21%) Agriculture has dropped to 5% of the total employment base.

4. Local jobs are mostly in service, retail, and small manufacturing.

Business Climate

A Weld County designated Enterprise Zone for the Town of Hudson offers excellent incentives for locating, expanding or investing in new businesses within the town. Tax credits may be earned based on the investment in new equipment, job creation, training, research and development.

Natural Environment

The natural topography and geology of the Hudson Urban Growth Area represent both opportunities and restrictions to economic development.

Waterways, Drainage And Storm Water

1. All waterways, including canals, reservoirs, and creeks, represent areas of potentially sensitive wildlife habitats and recreational open space corridors.
2. The Neres Canal and other irrigation ditches or laterals represent physical obstacles to development and the construction of subdivision roadways without bridges or extensive piping systems.
3. Paving or resurfacing important recharge areas with an impervious layer will prevent or reduce the natural replenishment of groundwater.
4. Storm runoff in construction areas and in some developed areas may

cause silt, oil, and other contaminants to penetrate groundwater aquifers.

5. Paving of natural drainage areas may increase the runoff velocity resulting in erosion, flooding, and property damage.
6. Surface water quality is impacted by discharges upstream and therefore may deteriorate to a condition of requiring additional treatment for domestic use.
7. The Town's acquisition of junior water rights during annexation may limit the practical yield of such waters for municipal water use.

Climate

1. The local climate is important to site layout, building types, and materials selection in development projects.
2. Normal weather conditions also affect the structural designs of buildings for wind and snow loads.

Topography

1. Hudson is bisected by a north-south ridge line. Drainage and gravity wastewater collection service is affected by this topographical feature.

Mineral Resources

1. Hudson is located in a region with proven or potential petroleum, coal, sand and gravel, and natural gas resources.
2. Mineral rights may impact land uses and the proximity of residential dwelling units to existing wells and petroleum storage facilities. The Town has an ordinance regulating the development of oil and gas wells within the Town.

Geology

1. The soils which underlie most of Town's south area are generally suitable for urban development.
2. Property adjacent to unlined irrigation canals and laterals may find water table conditions affecting soil stability which may require mitigation prior to building.
3. Isolated areas of very sandy soils may require additional stabilization before building structures, roadways or other development improvements can be constructed.

Agriculture

1. Hudson is located in one of the most productive agricultural regions in the nation. Maintaining the agricultural character of the county is also an expressed goal of the Weld County Comprehensive Plan.

Wildlife

1. The most important wildlife habitat is riparian woodland along canals, and smaller drainage ways, cattail marshes, and water bodies.
2. Banner Lakes, four miles east of Hudson, is a State Wildlife Area and a local recreational resource.
3. Barr Lake, located approximately 10 miles southwest of Hudson is a Colorado State Park. Significant wildlife refuge and waterfowl habitat surrounds the Reservoir. In addition, Barr Lake is a regional recreational resource providing fishing, boating and hiking opportunities.

Community Facilities and Services

Community facilities and services are important features of Hudson that contribute to resident satisfaction. Parks, police, medical care, schools, library, and Town hall also contribute to the quality of life attractive to new development.

Parks and Recreation

1. The Town is currently committed to maintaining and expanding the community park north of Highway 52 at Cherry Street.
2. Park land should continue to be acquired in new developments.
3. The Comprehensive Plan map includes the schematic routing of a future, interconnected trail system. New development should be required to incorporate elements of this system into their plans.

Law Enforcement

1. The contracted police services from the Weld County Sheriff's Department provides patrolling and citations.
2. Property protection and control of drug and alcohol related activities are of concern to the Town residents, as they are a growing concern in the metropolitan Denver area.
3. The Town Board has inquired through a citizen's survey the interest of the residents in accelerating the formation of a Town Police Department once in 2003 and again late in 2005. The funding source would have been property taxes and residents overwhelmingly rejected the proposals by a four to one margin. The general expectation is that the growth of the community will begin

to generate additional revenue which may then fund the establishment of a local law enforcement department.

Health Services

1. There is proven limited demand for a local clinic.
2. There are clinics within 9 miles, hospitals 13 miles and 35 miles away. The Town of Hudson is served by Flight for Life; and excellent emergency medical units within the local Fire Department.
3. The new Platte Valley Medical Center is located 11 miles away in Brighton at 144th Avenue and I-76.
4. Residents expressed an interest in having a drugstore in Hudson.

Education

1. As is the case in many rural communities in Weld County, Hudson is served by a consolidated school district, Weld County District RE-3J. Hudson K-6 Elementary School has an enrollment of 385 students, and Weld Central Junior/Senior High School has 550 students. Weld Central Junior/Senior High School is located approximately 7.5 miles east of Town. A recent school bond issue approved by voters provided for the construction of a new high school.



Land Use

Land use is defined by the particular activity or function that occupies a tract of land. The broad categories for such use are: residential, commercial, service, industrial, transportation, public and quasi-public, parks/recreation and open space, agricultural, and vacant. Over time, Hudson has evolved a land use pattern or development scheme. The types, amounts, intensities, and compatibility of the individual uses within this pattern determine the character and livability of the Town. Unoccupied land which is available and suitable for development can be used to continue the present scheme, or to develop an entirely new pattern.

Land Use Pattern

1. The original Town of Hudson was developed with a north-south & east-west grid street system that is characteristic of small towns.
2. The railroad and the interstate highway run diagonally through the Town, creating oddly shaped land parcels and limiting access.
3. Highway 52 and I-76 provide opportunities for highway-oriented commercial/industrial development.
4. Commercial businesses have located near the transportation corridors where there is easy access and good visibility.
5. New single-family residential development is occurring on the south side of Town.
6. Industrial uses are currently dispersed through the Town. The Hudson Industrial Park in the northeast part of the community provides rail-accessed

industrial sites.

7. Of 505 housing units in Hudson in 2000, 78 were mobile homes.
8. Some commercial businesses are located on railroad property.

Land Use Potential

It is important to look at the likely future growth and land use demands of Hudson in order to develop realistic goals and objectives for the Town. Some future events are predictable because of external factors (e.g. the construction of the new Denver airport). Past trends and existing land use patterns and relationships can also provide insight into future population and land use characteristics.

Transportation and Services

1. Transportation access will dictate much of where growth will occur. One of the Town's assets is developable property in the vicinity of I-76 interchanges and potential interchanges.



2. The cost of providing infrastructure where new development locates may offset any competitive advantage of low land costs.

3. Even with Hudson's low land costs, its perceived distance from major destination points and lack of comparable public facilities may reduce its competitiveness with other communities for new development.
4. I-76 and the railroad are a barrier to movement across the community.
5. The Town needs a capital fund to provide for long-term transportation needs.
4. Municipalities typically do not develop all vacant and available land within their corporate limits prior to the need to annex additional land for development.
5. In the Denver area market, warehouse distribution facilities and small manufacturing and assembly plant operations of 20,000 to 30,000 square feet of space remain a possible development opportunity for Hudson.

Airport Impact

1. The new Denver airport may not significantly impact the Town's future growth until 2015.
2. Through 2015, most new development occurring as a result of the new airport is expected to be residential development.
3. Hudson will have to work aggressively to capture its share of the low intensity industrial market associated with the new airport due to such development plans directly north of the airport.
6. Hudson Industrial park has developed 208 acres of 10-35 acre industrial sites with rail service potential for light industrial development.
7. Over 250 units of single family residential could be developed within the existing town limits.

Growth Scenarios

A low growth scenario assumes a population of 1975 by the year 2010, modest annexation of land (150 to 200 acres), and some infill development.

A moderate growth scenario projects a population of 2400 by the year 2010, with the annexation of 300 to 400 acres of land, and some infill.

An average growth scenario relies on the sustained pace of growth along the Interstate 76 corridor currently underway in Commerce City, Brighton and Lochbuie. This scenario projects a population of 3200 by the year 2010 with the annexation of an additional 600 plus acres and includes significant development of existing vacant land within the corporate limits.

Land Availability and Use Requirements

1. Existing zoning and current land use patterns suggest further development potential of land within the Town limits.
2. The large percentage of vacant or undeveloped land within Hudson (38%) presents an opportunity for improving the Town's urban structure to more suitable patterns without conflicting with existing uses.
3. Vacant areas adjacent to the existing residential development southeast of Highway 52 offer opportunities to expand the neighborhood.

Development Suitability

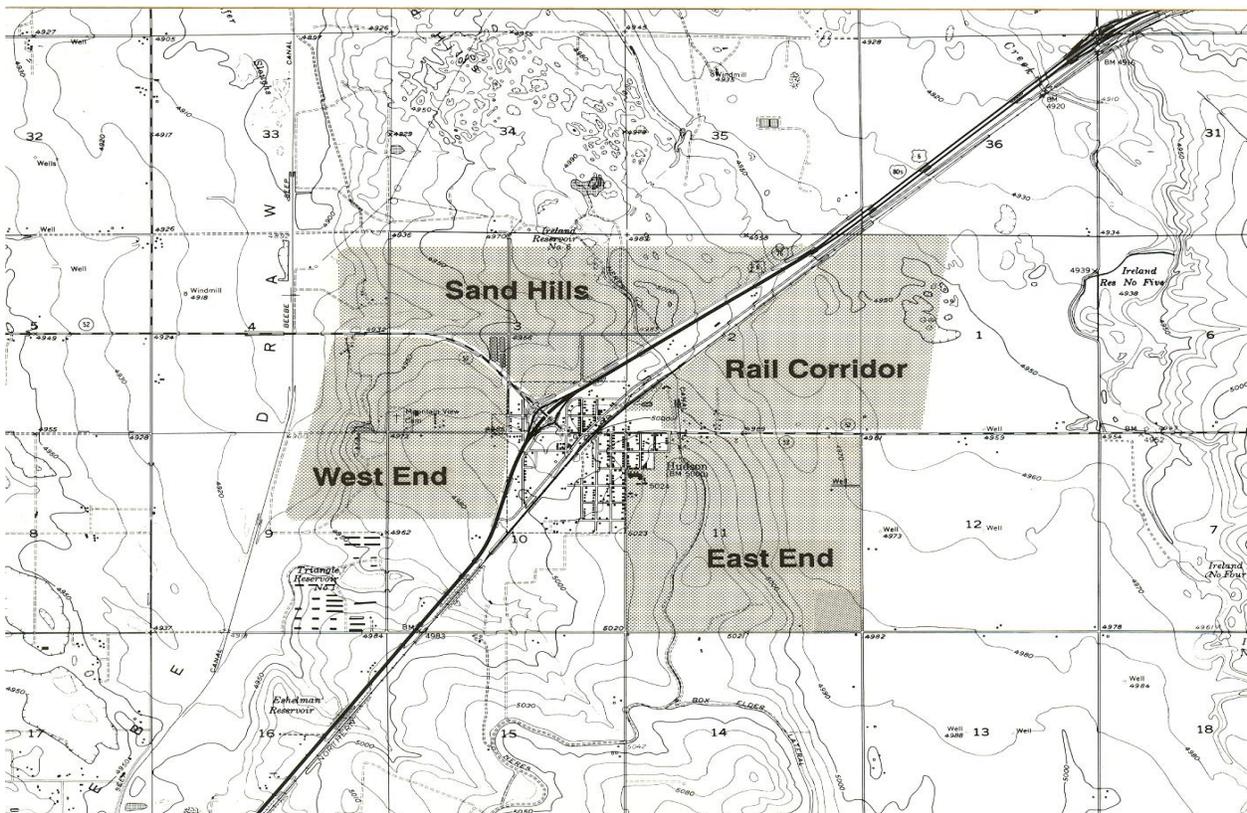
A general review of the topography and geology of the immediate area surrounding the Town of Hudson indicates several attributes which support the development suitability of the area. A limited network of roadways and canals, and the interstate and railroad suggest areas of relative accessibility and proximity. The additional component of a designated Enterprise Zone adjacent to the arterial and collector street systems also offers substantial encouragement to developers.

Considering topographical and geological variables in the Hudson development area, and given the growth projection factors influencing the Interstate 76 corridor, areas of development suitability may be delineated. The Plan identifies four general development areas of

approximately 600 acres in size and adjacent to the town of Hudson. The “Sand Hills”, the “Rail Corridor”, the “West End”, and the “East End” represent development areas with unique development opportunities and constraints.

Sand Hills (Low Suitability):

The area directly northwest of Hudson offers several opportunities for mixed-use or rural density development. No prime farmland would be impacted and its immediate proximity to the existing wastewater treatment facility would limit sewer infrastructure costs. There is ready access to both Interstate 76 and State Highway 52, but otherwise local access is limited and rail access is impractical. The north-central portion of the area, however, shows severe soil stability, drainage and floodplain constraints. There is the potential of sewer odor, some noise impact on the east from I-76, and a need



for major infrastructure development which may discourage residential development. The area to the north is suitable for industrial or institutional development.

West End (Low Suitability):

Existing residential development west of I-76 illustrates both the opportunities and constraints of expanding the town further in that direction, either for residential or mixed-use. The advantage of easy access to both State Highway 52 and Interstate 76 may be offset by the ambient noise impact from the interstate. The area is considered as prime farmland although the crop production has been somewhat limited in recent years due to the economics.

Rail Corridor (High Suitability):

Along the Burlington Northern & Santa Fe Railroad to the northeast of Hudson exists the opportunity for industrial and office park development. This area would have very limited impact on existing residential areas and the proposed commercial/ retail strip development along Highway 52.

Potential water service to this area is nearby. However, the lack of a wastewater collection system is a constraint. The potential for rail access and the current availability of large amounts of rail storage on the Boulder Scientific Property (formerly Rescar, Inc.) provides for an excellent opportunity for industrial and manufacturing development.

East End (High Suitability):

The East End is the area with the greatest physical continuity with the existing town. Its potential for residential, commercial, and open space development is enhanced by few natural constraints, access to Highway 52 and Interstate 76,

and the proximity to existing well water sources. The area, however, is the most distant from the sewer treatment facility and will require the construction of a separate wastewater facility, lift stations, or connection to a larger regional facility. New development may have to be sensitive to the rural views to the east from existing and proposed residential areas during the land planning process. The railroad corridor is a consideration for traffic congestion and noise mitigation in the design of successful developments of this area.

V. TRANSPORTATION

Hudson is located along three major transportation corridors: the Burlington Northern & Santa Fe Railroad, Interstate 76, and State Highway 52. In addition, Weld County Road 45 is a major connection to the Denver Airport area. State Highway 52 bisects the community and also serves as a major arterial connection to Fort Lupton and the rapidly developing Tri-Town area and Interstate 25 to the west.

Railroad

Hudson is bisected by a main line of the Burlington Northern Railroad. In 2004, according to the railroad, approximately 25 freight trains pass through the Town each day, traveling between 40 and 60 miles per hour, depending on the type of train.



The number of trains is increasing. With an average length in excess of 100 cars, the one plus mile of train requires one to three minutes to cross Main Street (Highway 52). When opposing freight trains are switched on the siding track at Main Street, traffic delays up to 20 minutes or more have been noted.

There are also two Amtrak passenger trains using the track, one in the morning and one in the evening. A grade separated crossing has been considered at this location, but costs, limitations on business access and physical limitations may preclude such a facility. The Town will need to collaborate with the Colorado Public Utilities Commission, the Colorado Department of Transportation, the Railroad and local businesses regarding the funding for such a project.

Other considerations involving the railroad are:

1. The Burlington Northern & Santa Fe Railway (BNSF) is a Class I railroad. Their east-west line runs generally along the I-76 corridor from the state of Texas to Brush, Colorado, where it splits into two lines and crosses into Wyoming.
2. Amtrak Service follows the Burlington Northern & Santa Fe Railway line along the I-76 corridor and currently maintains a station in Fort Morgan to the north of Hudson. The Colorado Department of Transportation study entitled Potential Rail Line Acquisition Report and dated September 2003 identified the Amtrak service as one which could potentially be discontinued which may impact the I-76 corridor area.
3. The Hudson Fire District has three fire stations, one on each side of the railroad, to serve the respective sides

of the community and a third one located in nearby Lochbuie. The Fire District has also acquired property on Cedar Street in downtown Hudson for development of another Fire Station.

4. There is a largely undeveloped opportunity for industrial/warehouse development along the rail corridor.

Highways

Interstate 76 has an interchange at Hudson onto Colorado Highway 52. Average daily traffic (ADT) on I-76 at the interchange is 13,700. ADT on Highway 52 at the I-76 overpass is 5,500.

A 2004 traffic count conducted by the Town on Colorado Highway 52 just east of the interchange had indicated a total ADT of 7,600.

The interstate operates at 20% capacity. Based upon a recent Upper Front Range 2030 Regional Transportation Plan, the (ADT) Average Daily Traffic figures will be approximately 18,800 for I-76 and 5,200 for Colorado Hwy 52 by the year 2030.

Actual Highway 52 traffic capacity has not been determined by the Colorado Division of Transportation (CDOT), but there are no capacity problems anticipated by CDOT. CDOT has no development plans for the area within the next five years. Other considerations involving the highway are:

1. The Highway 52 overpass connecting the west and east sides of the Town was reconstructed in the mid 1990's to provide additional vehicular and pedestrian capacity at the interstate highway.
2. The potential for good business exposure along the interstate is excellent due to the minimal grade

differential between the interstate and adjacent lands .

3. Weld County Road 45, (Beech Street) is a paved two lane connection to the access Highways leading to the Denver International Airport. The November 2004 Upper Front Range 2030 Regional Transportation Plan recognizes Weld County Road 49 as a primary collector from Greeley south into the Hudson Urban Growth Area.

Roads and Streets

The Hudson Urban Growth Area is accessible by a number of unpaved county roads of various length and connectivity. Weld County Road 8, on the southern boundary, crosses the interstate and the railroad as an overpass. Weld County Road 49, on the eastern boundary, crosses the interstate as an underpass and the railroad as an at-grade crossing. Other considerations involving the streets are:

1. The adoption of a sales tax by local residents for paving of local streets has initiated construction of asphalt streets in the older sections of Hudson.
2. The downtown area has been revitalized in the last few years with the repaving of Cedar Street and the construction of Seventh Ave through the business district. Additional paving of perimeter streets in the downtown area are planned as sales tax revenues are collected for street improvements.
3. The intersection of Highway 52 and Hudson Drive has recently been reconstructed to better define and control safer traffic movements. Although lacking a full phased traffic

control signal, the intersection should continue to operate safely and efficiently until the traffic volumes along Highway 52 increase the delay of traffic turning movements and general traffic congestion

Town to the northwest. The Platte Valley Airport area is currently developing as a high end residential development and represents the potential of executive estates for owners or company executives to the nearby Hudson Industrial Park.

Mass Transit

The Town at one time provided a van service for senior residents in the community. Due to a lack of utilization, the service was dropped in the mid-1990's. The opportunity for the restoration of a local or regional bus service may reappear after additional residential growth within the area.

1. The Town is not serviced by regional bus service or public transit. The rail line through town, however, represents an excellent opportunity for commuter-rail transit should cities along the entire corridor press for a viable alternative to bus transit.
2. There is a need for a more officially endorsed and advertised carpool program for commuters to the Denver Metropolitan area. Many Town residents have initiated a voluntarily carpool arrangement with their neighbors.
3. Brighton is within an RTD study area for expansion of light rail or commuter rail service. Park and ride facilities in Brighton would be available for use by Hudson residents.

Airport

A primary influence on the anticipated growth of Hudson is the Denver International Airport. Besides the proximity to Hudson for air travel, the airport represents a potential demand for service industries. There remains one private airport within three miles of the

VI. PUBLIC FACILITIES

Public Facility Improvements for the Town of Hudson are imperative to its adequately serving the existing population, and to attract growth. Water quality and quantity are probably the most determining factors in the Town's future. The water issues are of immediate concern to the Town and its current residents, as indicated in the community survey.

Water

Hudson is located approximately nine miles east of the South Platte River within the Denver Basin, a sub-basin of the South Platte River Drainage Basin which encompasses most of northeastern Colorado.

Recent land development in the Denver Basin has caused an increase in groundwater usage. The principal source of replenishment of this groundwater is precipitation. Of the total precipitation, most is lost to runoff and evaporation, and some replaces depleted soil moisture. Whatever is left, estimated at less than 10% of the total precipitation, may replenish groundwater. It has been estimated that there may be as much as 130 million acre-feet of groundwater stored in the South Platte Drainage Basin (one acre foot is equal to one acre of water one foot deep). However, recent estimates show that the volume of recoverable groundwater may not be as high as previously thought. The Denver Basin stretches from near Colorado Springs to Greeley and to the western edge of the northern high plains river basin to the east. Groundwater in this area generally flows in a northeast direction.

The most important aquifers in the South Platte River Basin are: alluvial deposits, Dawson Arkose, Laramie-Fox Hill sandstone, and Precambrian crystalline

rocks. The two which most concern Hudson are the alluvial and Laramie-Fox Hill aquifers.

An aquifer is an underground water bearing stratum of porous or permeable rock which is capable of transmitting water. An alluvial aquifer is an underground rock formation composed of unconsolidated sand and gravel found along and adjacent to nearby streams. These deposits can vary from a few feet to 300 feet thick and are the major source of supply for agriculture and domestic use in the area, including a portion of Hudson's municipal water supply. Well yields of several hundred to more than 1,000 gpm (gallons per minute) are not uncommon in the region. However, there are some problems with the quality of this water.



Surface water often becomes high in nitrates (from fertilizers), total dissolved solids, calcium carbonates, sulphates, etc.

This water infiltrates through the porous alluvial material below the surface to contaminate the alluvial groundwater supply. In early 2004, the Town constructed a Reverse Osmosis Water Treatment Plant to augment its mountain water supply and address the historical raw water quality trends of the alluvial supply which noted as early as 1975 that the contaminant levels for nitrates, sulphates, and selenium were approaching maximum limits.

Most reservoirs, canals, and laterals in the Hudson vicinity are unlined and are thus a major source of recharge whenever they contain water. Several laterals of the Neres Irrigation Canal, which passes along the eastern edge of Hudson, have recently been lined. Lining of irrigation canals, though a considerable initial expense, reduces water loss (which may run as high as 35%), and contamination of groundwater. (An interesting paradox exists along many of these canals and ditches. Large cottonwoods and willows growing along these waterways, though prime habitat for many species of birds, small mammals, etc., may also be a considerable source of water loss. The large root systems of these trees may tap and draw water from the irrigation channels, which will be lost through the leaves of the trees by evapotranspiration. In addition, these roots may crack ditch linings causing leakage and further water loss.)

Box Elder Creek, one mile east of Hudson, is a major drainage area for the region. It is also considered a losing intermittent stream because the bottom of the stream bed is above the water table. Water lying in the stream bed may then infiltrate into the groundwater. A heavy rain or cloudburst may cause flooding, with much of the floodwater going to recharge the aquifer.

Laramie-Fox Hills Aquifer

The Laramie-Fox Hills aquifer is another important source of well water in the Hudson area. The top of the aquifer is at a depth of approximately 700 feet near Hudson. This water may be used for both domestic and agricultural purposes. In 1982, the Town Board and a firm of consulting engineers investigated this formation as a potential source for augmenting municipal water supplies. Wells tapping this formation usually do not yield more than 100 gpm (gallons per minute). This aquifer consists of two layers of bedrock formation and is composed primarily of shale, sandstone, and beds of lignitic and sub-bituminian coal. Underlying the Laramie foundation is the Fox Hills formation which is composed primarily of gray sandy clay shales and cemented sandstone. Wells should tap at least 20 to 30 feet into this aquifer to prevent contamination from coal, iron or pyrite. The water in this aquifer is generally "cleaner" than the alluvial supply, but may be high in fluorides, methane, hydrogen sulfide, and iron. Blending of deep well and shallow well supplies has been used as a method of diluting the unwanted characteristics of each and improving overall water quality. A report of this option, in conjunction with the other water treatment, was made by the consulting engineers.

The Laramie-Fox Hills aquifer is separated from the valley fill (alluvial) aquifer by an impervious formation, and is thus less susceptible to surficial contamination. This formation is tipped so that it surfaces west of Ft. Lupton. This north-south running bedrock outcropping is a potential source of both contamination and recharge of the aquifer. In addition, overlying faults or fissures may collect and drain water into the aquifer.

Water Rights

Though Hudson presently has some surface water rights, further acquisition may be essential to the development of a safe and adequate municipal water system. Under Colorado water law, Hudson may need to purchase surface water rights to augment water drawn from the alluvial aquifer which is considered a "tributary" water source of the South Platte River. Water pulled from the Laramie-Fox Hills aquifer is not considered a "tributary" supply. The amount of water allowed to be exploited is dependent upon the Town's land area, the quantity of water within the saturated water bearing stratum, incremental allocation of that water over 100 years, and other factors.

The Town should continue its policy of obtaining sufficient new surface water rights from developers to serve new development. In addition, obtaining the right to develop deep ground water for public use on newly annexing land is a prudent practice to enhance the Town's water portfolio.

Surface Water

Surface water in the Hudson vicinity consists of the intermittently running Box Elder Creek to the east, and the irrigation canals and ditches, including Neres Canal, Denver Hudson Canal, Beebee Seep and Bowles Seep. Reservoir and ditch companies which operate the canals include Farmers Reservoir and Irrigation Company, Henrylynn Irrigation District, and Burlington Irrigation Company. This water originates from the South Platte, with much of it being stored in Barr Lake (9 miles south of Hudson) and is used for irrigation from May through September. The overall quality of water is poor for domestic use. Surface water rights are junior, which

means that they will be of least value when needed most as persons holding senior rights have priority during periods of drought. This, as well as treatment costs and other factors, makes local surface water less than an optimal source for a municipal water supply in Hudson.

1. Hudson currently lacks adequate water for all the potential growth within the Urban Growth Boundary. Innovative solutions to locate and effectively supply potable water as needed will be the primary utility challenge.
2. As in most municipalities, there are limited financial resources to upgrade the existing services or to develop additional, appropriate resources. Development will be expected to advance service fees to meet the demands for upgrades.
3. Hudson is actively reviewing alternative options for water supply including recent adjudication of Prospect Valley well rights by Resource Colorado Inc. The Northern Colorado Water Conservancy District is in the process of designing a new pumping station on its southern pipeline to increase its ability to deliver water to Hudson and other users on that line.

Wastewater Treatment

The existing wastewater treatment system is located in the northwest quadrant of the Colorado Highway 52 and Interstate 76 interchange. Its location, and the topography of the town provide certain challenges to efficiently provide service to the developing lands within the Urban Growth Boundary.

Growth in the near-term will have the greatest influence on Hudson's decision to implement new wastewater treatment solutions. Currently, the Town's wastewater treatment facilities are adequate to meet the needs of the community. The new, 152-lot Hudson Hills single-family development, started in late 2005 will push the limits of current treatment capacity but won't exceed them. If growth continues in Hudson at a rate similar to how growth has occurred between 2000 and 2004, the Town may need to implement an intermediate lagoon expansion by 2007 -2008 at an anticipated cost of \$350,000. However, Weld County is expected to be one of the fastest growing counties in the nation. If growth in Hudson occurs at a similar pace to that which is expected in the County, the Town will need to expedite the process of moving to a mechanical treatment plant rather than expanding the lagoon system. Stricter discharge standards will also define the need for an improved treatment plant.

establish an effective asset management plan with regular replacements scheduled, generate and sustain between 40%-60% of the wastewater utility's operating budget held back for emergency purposes, and maintain a proper (and required) coverage ratio to take on debt from financial institutions such as the Colorado Water Resources and Power Development Authority (CWRPDA) or the Department of Local Affairs (DOLA) without rate increases. However, if growth in Hudson surpasses the rate at which growth has occurred from 2000-2004, necessitating a wastewater treatment plant solution, the Town will require alternative revenue to come from rate increases, grants and/or loans financed with fees anticipated from development.



In addition, the Town will need to fund nearly \$185k in infrastructure improvements to the collection system in the very near-term (by 2012). The current wastewater rates and connection fees develop sufficient revenues to allow the Town to address the near-term CIP,

VII. FUTURE TRENDS

Future Land Use

Hudson is a small town along the Interstate 76 corridor with enormous growth potential in the area of residential, commercial and industrial development. The anticipated growth will bring the revenue opportunities necessary for infrastructure improvements and additional town amenities to enhance the overall quality of life within the community. The Town will require a current and frequently revised comprehensive land use plan to establish orderly growth and land use development within the immediate area of the old town.

The comprehensive land use plan will also assist the Town in attracting new development compatible with the existing character of the community. The revised comprehensive plan map developed herein represents an acknowledgment of the desire to establish a well managed growth area. Historically, before 1990, zoning practices were inadequate leading to a mixture of incompatible land uses and undefined land use patterns throughout the Town. Consequently, the Town was not successful in creating an attractive and diversified community. The Town has since adopted a series of development guidelines and ordinances which will compliment the proposed and revised comprehensive land use plan.

The revised comprehensive plan map, reflecting the stated objectives, is shown on pages 28 and 29.

Future Land Use Categories

The Planning Commission defined the following categories of land use for display on the Land Use Plan that are appropriate for Hudson and its future growth.

RURAL RESIDENTIAL

Density:

Less than two dwelling units per acre.

Land Uses:

Rural Residential development is predominantly single-family, detached homes on small acreages of over 1/3 acre. Road improvements will not necessarily include a full street section with curb, gutter and sidewalks. Open space will focus more on equestrian and other types of trails and community or regional parks. Because residents have larger private lots there will be less dependence on neighborhood parks.

A Rural Residential area can accommodate both large lot development and cluster development in which low overall densities are preserved in small clusters of homes combined with commonly-owned open space.



Location:

Rural Residential development will tend to be located closer to the fringes of the Town's growth area, providing a form of buffer around the higher-density central area and a sense of separation with neighboring communities.

SUBURBAN RESIDENTIAL

Density:

Two to five dwelling units per acre.

Land Uses:

Predominantly detached residential development with allowance for small attached, small neighborhood-compatible commercial or mixed-use components. Assuming that about 30% of land is absorbed by streets and other non-residential uses, residential lot sizes in this category would range from about 6,000 to 15,000 square feet. Streets should be a full paved section with curb, gutter and sidewalk. Parks and trails should provide for off-street circulation. Neighborhoods should be centered on schools or other public activity centers to encourage neighborhood cohesion.

Location:

Areas close to the current developed town site with access to utilities.

URBAN RESIDENTIAL

Density:

Greater than five dwelling units per acre.

Land Uses:

Detached single family on small lots, zero lot line, attached and multi-family residential development.

Location:

Locate in central part of planning area with easy access to major streets, employment centers and commercial areas. Should have access to utilities, schools, recreation facilities and emergency services, and should be

supported by parks and open space because of the lack of open area within individual properties.

AGRICULTURAL

Density:

Forty acres or larger parcels.

Land Uses:

Farming, ranching, equestrian centers, grazing of farm animals and other low-intensity agricultural uses that are compatible with nearby developments. Agricultural land may be considered for annexation to the Town and held for future development.



Location:

Agricultural land uses are generally located in the fringes of the Town's growth area and may not be developed or served with utilities in the near future.

COMPREHENSIVE LAND USE PLAN

Expanded Legend - Land Use Categories

RR Rural Residential

Density: Less than two dwelling units per acre.

Land Uses: Rural Residential development is predominantly single-family, detached homes on small acreages of over 1/3 acre. Road improvements will not necessarily include a full street section with curb, gutter and sidewalks. Open space will focus more on equestrian and other types of trails and community or regional parks. Because residents have larger private lots there will be less dependence on neighborhood parks.

A Rural Residential area can accommodate both large lot development and cluster development in which low overall densities are preserved in small clusters of homes combined with commonly-owned open space.

SR Suburban Residential

Density: Two to five dwelling units per acre.

Land Uses: Predominantly detached residential development with allowance for small attached, small neighborhood-compatible commercial or mixed-use components. Assuming that about 30% of land is absorbed by streets and other non-residential uses, residential lot sizes in this category would range from about 6,000 to 15,000 square feet. Streets should be a full paved section with curb, gutter and sidewalk. Parks and trails should provide for off-street circulation. Neighborhoods should be centered on schools or other public activity centers to encourage neighborhood cohesion.

UR Urban Residential

Density: Greater than five dwelling units per acre.

Land Uses: Detached single family on small lots, zero lot line, attached and multi-family residential development.

MU Mixed Use

Density: Dependent upon the approved PUD or site plan. Will tend to be higher-density, with the possibility of land uses mixed within individual buildings.

Land Uses: A mixture of land uses such as retail, office, entertainment, and residential. Compatibility is dependent upon design and approval of a PUD or site plan. May also include specialized land uses such as public facilities, senior citizen facilities, and recreation. Mixed-use developments tend to encourage walking.

C Commercial

Density: Density in commercial areas is dependent upon the floor area ratios and setbacks identified in the zoning code. Overall, the floor area ratio will be approximately 0.2.

Land Uses: This is a generalized category that can apply to a variety of central business, highway-oriented, office/flex space, or neighborhood commercial developments. The marketplace and the Town's zoning and site plan processes will influence the character of commercial development on particular parcels.

NC Neighborhood Commercial

Density: Density in Neighborhood Commercial areas is dependent upon the floor area ratios and setbacks identified in the zoning code. Overall, the floor area ratio will be approximately 0.2.

Land Uses: These are possible locations for neighborhood oriented, low intensity commercial development. The commercial development in these areas provide convenient access to basic goods and services to residents of nearby neighborhoods.

I Industrial

Density: Floor area ratios will typically be in the 0.15 range.

Land Uses: Uses that provide employment opportunities. Both light industrial uses such as warehousing and heavy uses such as manufacturing, and institutional uses can be accommodated with appropriate on- and off-site design.

AG Agricultural

Density: Forty acres or larger parcels.

Land Uses: Farming, ranching, equestrian centers, grazing of farm animals and other low-intensity agricultural uses that are compatible with nearby developments. Agricultural land may be considered for annexation to the Town and held for future development.

POS Park and Open Space

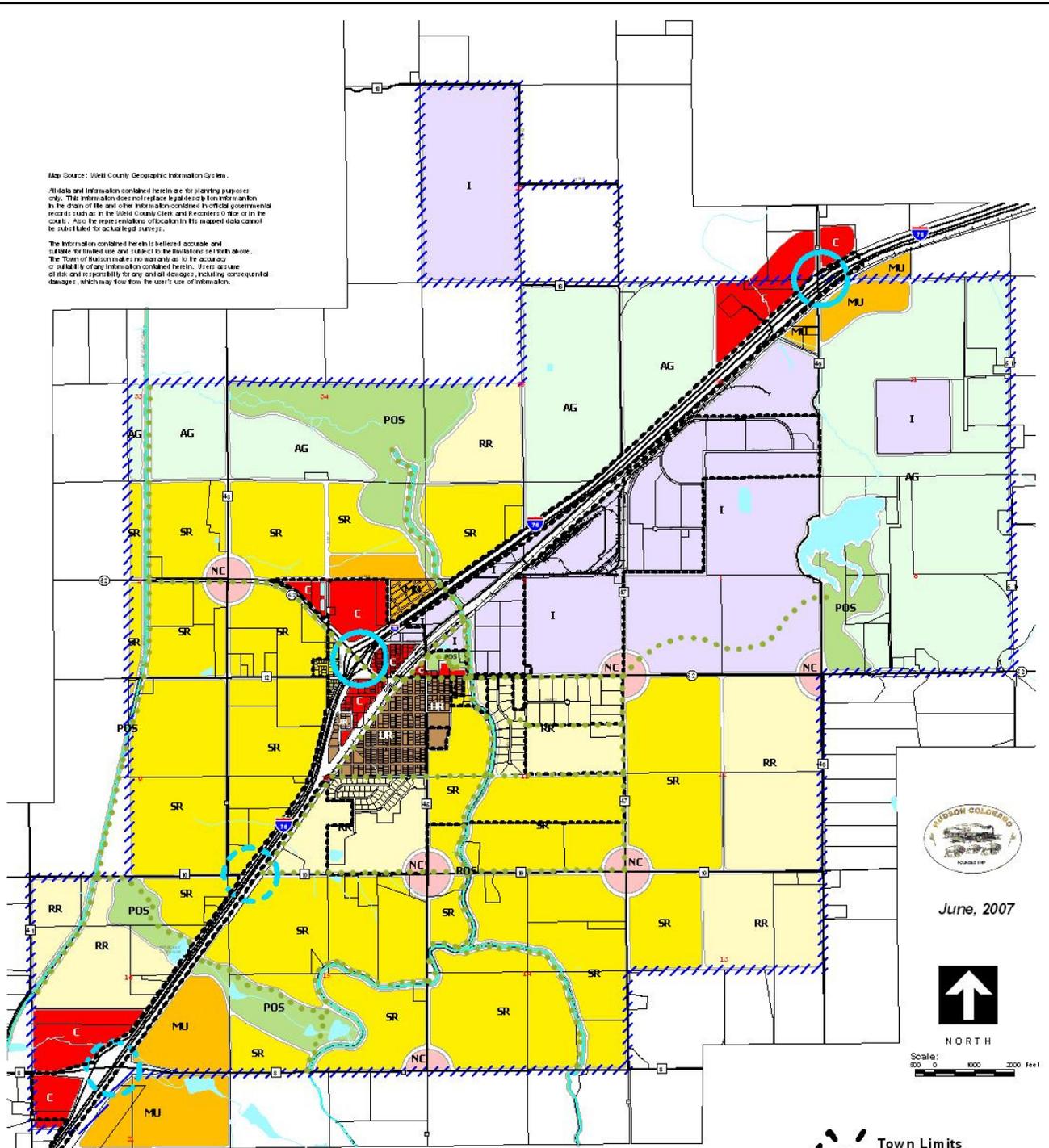
Density: N/A. Site size will depend on function as neighborhood, community or regional parks.

Land Uses: May be passive open space or active parks with developed recreation facilities. Parks, trails and recreation facilities can serve as activity centers for neighborhoods and as gathering places for people from throughout the community.

Map Source: Weld County Geographic Information System.

All data and information contained herein are for planning purposes only. This information does not replace legal description information in the chain of title and other information contained in official governmental records such as in the Weld County Clerk and Recorder's Office or in the courts. Also the representations of location in this map are not intended to be substituted for actual legal surveys.

The information contained herein is believed accurate and suitable for limited use and subject to the limitations set forth above. The Town of Hudson makes no warranty as to the accuracy or suitability of any information contained herein. Users assume all risk and responsibility for any and all damages, including consequential damages, which may flow from the user's use of information.



June, 2007



NORTH

Scale: 0 600 1200 Feet

COMPREHENSIVE LAND USE PLAN TOWN OF HUDSON, COLORADO

LAND USE CATEGORIES

RR Rural Residential	MU Mixed Use	I Industrial
SR Suburban Residential	C Commercial	AG Agricultural
UR Urban Residential	NC Neighborhood Commercial	POS Park and Open Space

-  Town Limits
-  Growth Management Area
-  Existing and Proposed Arterial Streets
-  Conceptual Pedestrian and Bicycle Trails or Bike Lanes. Specific Location to be Determined Later.
-  Existing I-76 Interchange Area
-  Future I-76 Interchange Area

MIXED-USE

Density:

Dependent upon the approved PUD or site plan. Will tend to be higher-density, with the possibility of land uses mixed within individual buildings.

Land Uses:

A mixture of land uses such as retail, office, entertainment, and residential. Compatibility is dependent upon design and approval of a PUD or site plan. May also include specialized land uses such as public facilities, senior citizen facilities, and recreation. Mixed-use developments tend to encourage walking.

Location:

Mixed-use developments can be located anywhere within the Town's planning area, provided that they are compatible with adjacent uses and include necessary support services. They should have direct access to major streets.

COMMERCIAL

Density:

Density in commercial areas is dependent upon the floor area ratios and setbacks identified in the zoning code. Overall, the floor area ratio will be approximately 0.2.

Land Uses:

This is a generalized category that can apply to a variety of central business, highway-oriented, office/flex space, or neighborhood commercial developments. The marketplace and the Town's zoning and site plan processes will influence the character of commercial development on particular parcels.



Commercial development provides jobs and tax base to the Town, and shopping convenience to residents of the Hudson area and to visitors passing by on the highway system. The location of commercial development should provide easy access to customers and employees. Commercial development should be located and designed to be compatible with neighboring properties, and should appropriately manage traffic.

INDUSTRIAL

Density:

Floor area ratios will typically be in the 0.15 range.



Land Uses:

Uses that provide employment opportunities. Both light industrial uses such as warehousing and heavy uses such as manufacturing, and institutional uses can be accommodated with appropriate on- and off-site design.

Location:

Will tend to be located near the existing industrial park and the power plant, and in the far northwest portion of the planning area. Should be buffered from residential development and have easy access to major streets and, when appropriate, the railroad. Provide for appropriate buffers for non-industrial uses and visual screening for outdoor storage and facilities that would detract from surroundings.

not identify specific locations for these neighborhood parks. The locations and details for these neighborhood parks will be determined as part of the development review process when new development proposals are considered. However, the Comprehensive Land Use Plan Map does identify trail and open space corridors and areas along the various natural drainageways and irrigation canals that are located within the planning area. The Plan also envisions a network of pedestrian and bicycle trails within the Town.

The Town will pursue a variety of approaches in making the park and open space portion of the Plan a reality, including: land dedications and funding of improvements by developers; Town capital improvement projects; and state and federal grants.

PARK AND OPEN SPACE

Density:

Site size will depend on function as neighborhood, community or regional parks.

Land Uses:

May be passive open space or active parks with developed recreation facilities. Parks, trails and recreation facilities can serve as activity centers for neighborhoods and as gathering places for people from throughout the community.

Location:

As noted in Section II (Community Vision) neighborhood parks are a key element of future residential development within the Town’s planning area. The Comprehensive Land Use Plan Map does



VIII. IMPLEMENTATION

Plan Coordination And Implementation

The Comprehensive Plan is not intended to totally control or guide growth. The process of implementation of the Comprehensive Plan starts with the adoption of this document by the Planning Commission and the Town Board of Trustees following the opportunity for public input. The intention of the Board of Trustees is that Chapter 16, The Land Development Code, of the Municipal Code serve as the implementation tool for the Town and its comprehensive plan area as reflected by this document or those revisions which may follow this one. Regulatory tools, such as zoning, subdivision, and code ordinances may be modified from time to time to reflect minor changes in the Town's philosophy of growth and development. A Capital Improvements Program included with the annual Town Budget when coordinated with the Comprehensive Plan and the zoning and subdivision ordinances, can assure that development will be adequately serviced. The procedural options which follow summarize the activities the Town should consider to fulfill the objectives and vision represented by Comprehensive Plan.

Annexation

In order to annex any property, the Town must meet the procedural requirements described in the State statutes to annex land (CRS 31-12-104 and 105), concerning such issues as one-sixth contiguity, the three-mile annexation limit per calendar year, and the economic or strategic decision to annex all or none of any adjacent street rights-of-way.

Development Conditions

In addition to the annexation procedure required by law, the Town should

formulate its own policy on what conditions must be met by annexed properties. The following is a typical list of questions that may be considered in the annexation review for a specific development:

1. Should the owner/developer's anticipated use of the annexed property be compatible with the Hudson Comprehensive Plan?
2. Is the annexation conditioned upon a particular zoning for the annexed property and how does that compare with existing uses or proposed land uses represented by the Comprehensive Plan?
3. What fees and expenses will the annexed property be responsible for regarding on-site infrastructure improvements and off-site water and wastewater lines or facilities?
4. What would the annexed property be required to dedicate for open space, schools, and roads?
5. What obligations will the annexed property have to provide for traffic signs, street lighting, and similar traffic related improvements?

An annexation agreement between the Town and the property owner should incorporate the above issues and possibly others. Such an agreement can assure that the annexation of the property will be in the best interests of the Town in meeting its goals and objectives for future growth.

Next Steps

This plan is intended as an update in a continuous process of community planning for Hudson. The process of preparing the plan revealed the need for additional work in the near future on a number of planning-related projects:

1. **MASTER TRANSPORTATION PLAN.** Hudson is faced with a number of transportation issues and constraints that will need to be resolved as new growth and development occurs. The dependence on the Highway 52 interchange on I-76 creates a bottleneck that will require both localized improvements and additional interstate access points.

The Master Transportation Plan will fit a major street network onto the land use plan, recognizing the need to support and, to the extent possible, not conflict with the existing developed town. The plan should incorporate multi-modal forms of transportation, including trails and public transportation. It should also include a capital improvements component with cost estimates for facilities that support community-wide or regional needs.

2. **WATER SUPPLY PLAN.** This plan would look at the community as it grows through population thresholds, such as 5,000, 10,000, 20,000 people, and describe a water portfolio that provides a diverse, secure, reliable and drought-resistant supply for current and future generations.
3. **WASTEWATER MASTER PLAN.** This plan would describe a treatment and distribution system or systems that would provide quality, economical service to future wastewater customers.

4. **SIGN CODE AMENDMENTS.** Hudson's sign code is in need of revision to better reflect the character of the community as envisioned in this plan and to support local businesses.
5. **LANDSCAPE CODE.** Currently, the Hudson Land Development Code requires developers of Commercial and Industrial projects to submit landscaping plans for approval. However, there are insufficient standards to guide such plans. This code would include a comprehensive set of landscape standards to encourage attractive, quality, maintainable and water-conserving landscaping.
6. **LAND DEVELOPMENT CODE.** The Land Development Code should be updated in its entirety to improve the manner in which applications flow through the review system and to incorporate contemporary land use review methods and standards.



APPENDIX I. PLAN AMENDMENT PROCESS

This comprehensive planning document is intended to serve the Town of Hudson and its residents for the next ten (10) to fifteen (15) years. It should be expected that during that time new ideas, concepts and visions will arise which will reshape the opinion of the majority on what, how, and when Hudson will change to meet the growth opportunities of the future. This change will likely create conflicts with the goals and objectives presented in this plan and initiate consideration for revisions of the plan to provide a more accurate representation of the desires and objectives of the citizens of Hudson. The Comprehensive Plan revision process may not be significantly different than the approach represented here unless major growth pressures within the Denver Front Range force the legislative process to intervene and establish additional elements for review and consideration in the planning process.

The Hudson Planning Commission is charged with the responsibility to decide if any amendments or revisions are required to the text of this document or to the adopted land use map. The Planning Commission may opt to review the Plan by itself, use consultants, staff, a citizen task force or any combination of these. Normally, an amendment to the Comprehensive Plan should follow the process used to originally adopt the Plan. The process may include the following steps:

1. Evaluate the pertinent section of the land use map or text and the development which may have initiated the desire to amend the Plan.
2. Solicit public input on the proposed amendment before the Planning Commission.

3. Refer the proposed amendment to nearby communities, special districts, Weld County Planning, nearby municipal entities, utility companies and staff members at least 30 days prior to setting a public hearing
4. Publish a public hearing notice in a paper of local circulation at least fifteen (15) days before the date of the hearing. Also post notices of the hearing at the normal locations of public notices set by the Town.
5. Formally conduct a public hearing before the Town Planning Commission on the proposed amendment.

The Planning Commission must then review all pertinent information including verbal testimony from the hearing, comments from referral agencies, recommendations from staff and any written documentation submitted at the hearing or for the record. The next action of the Planning Commission is then to take formal action to approve, disapprove, or approve with conditions the proposed amendment of the Comprehensive Plan. The Planning Commission should give consideration to the proposed amendment based upon rational and objective criteria. The criteria generally considered for final decision should include:

1. The amendment will not place unusual or excessive burdens on the existing or planned infrastructure servicing the community.
2. The amendment will not result in a negative impact on the local transportation system which cannot be rectified by development and or future capital projects funded primarily by development.

#3. The proposed amendment is compatible with existing and surrounding land uses.

4. The proposed amendment is generally in conformance with the intent, goals and policies of the existing Comprehensive Plan.

Once an amendment to the Comprehensive Plan is approved by the Planning Commission, it is forwarded to the Town Board of Trustees for final consideration and formal action. The review by the Town Board of Trustees will also require a formal public hearing with the appropriate postings and notice publication. Upon approval by the Town Board of Trustees, the amendment, with the related mapping changes, should be filed with the Weld County Clerk.