



# Hudson Community Development Plan 2004



# Credits for Hudson Community Development Plan

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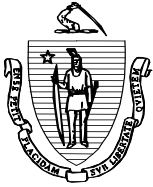
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# Table of Contents

<b>1</b>	<b>INTRODUCTION.....</b>	<b>6</b>
1.1	OVERVIEW OF EXECUTIVE ORDER 418 .....	6
	Equivalent Plans Submitted October 2002 .....	7
1.2	CREATION OF A COMMUNITY DEVELOPMENT PLAN.....	8
1.2.1	<i>Visioning:</i> .....	9
1.2.2	<i>Mapping</i> .....	9
1.2.3	<i>Public Outreach</i> .....	10
1.3	PLAN COMPONENTS: .....	10
1.4	HISTORICAL CONTEXT .....	10
1.5	GUIDING PRINCIPLES FOR GROWING SMARTER.....	13
	Principles for Smart Growth.....	13
1.6	LIMITS TO GROWTH IN HUDSON.....	15
1.6.1	<i>Land Available for Development</i> .....	15
1.6.2	<i>Municipal Infrastructure</i> .....	15
	Town of Hudson Sewer Areas Map.....	16
<b>2</b>	<b>HOUSING.....</b>	<b>19</b>
2.1	INTRODUCTION .....	19
2.2	ISSUES OF SUPPLY OF HOUSING .....	20
	Housing Suitability Map.....	20
	Table H-1: Housing Units by Selected Characteristics .....	22
	H-2: Value of Newly-Constructed Housing, 1994-2003.....	22
	Table H-3: Monthly Costs for Owners and Renters in Hudson, 1999.....	23
2.2.1	<i>Subsidized Affordable Housing</i> .....	24
	Table H-4: Subsidized Housing Inventory in Hudson.....	24
	Table H- 5: Recent Comprehensive Permit Activity in Hudson .....	25
2.2.2	<i>Housing for Seniors and Residents with Disabilities</i> .....	27
	Table H-6: Senior Housing in Hudson – Existing, in Planning, or in Development .....	28
2.3	SUMMARY OF EXISTING HOUSING STOCK:.....	29
2.4	INDICATORS OF NEED FOR HOUSING .....	29
2.4.1	<i>Population Dynamics</i> .....	29
	Table H-7: Age Composition in 1990 and 2000, Hudson and MAPC Region .....	30
	Table H-8: Tenure by Percent of Persons/Household .....	31
	Table H-9: Tenure by Type of Family, with Children Under 18 Years .....	32
	Table H-10: Percent of Residents in 2000 by Place Lived in 1995 .....	32
2.4.2	<i>Market Dynamics</i> .....	32
	Figure H-1: Housing Sales and Median Prices 1990-2002 .....	33
2.4.3	<i>Regional Analysis</i> .....	34
2.5	SUMMARY OF HOUSING MARKET CONDITIONS.....	35
2.6	THE HOUSING GAP: AVAILABILITY AND AFFORDABILITY .....	35
	Table H-11: Percent of Household Income Going to Housing, 1999.....	36
	Table H-12: Number of Workers by Family Status in Hudson .....	36
	Table H-13: Ability to Pay for Home Ownership or Rental Housing .....	37
	of Hudson Households of Varying Income Levels .....	37
2.7	SUMMARY OF AVAILABILITY VERSUS AFFORDABILITY: .....	38
2.8	THE MUNICIPAL AND COMMUNITY ROLE IN HOUSING.....	38
2.8.1	<i>Hudson’s Zoning Bylaws and Housing Development</i> .....	38
2.8.2	<i>Other Municipal Tools that Support Housing</i> .....	41
2.8.3	<i>Community-based Housing Activity in Hudson</i> .....	42
2.9	SUMMARY OF HOUSING NEEDS IN THE CONTEXT OF SUPPLY AND GAP IN AFFORDABILITY .....	42
2.10	GOALS:.....	43

<b>3</b>	<b>THE ECONOMY IN HUDSON .....</b>	<b>46</b>
3.1	INTRODUCTION .....	46
3.2	PERFORMANCE OF THE ECONOMY .....	47
3.2.1	<i>Income and Poverty</i> .....	47
	Table E-1 .....	47
	Income and Poverty in Hudson, 1990 and 2000.....	47
3.2.2	<i>Employment</i> .....	47
	Figure E-1: Comparative Unemployment Rate.....	48
3.2.3	<i>Business Growth</i> .....	48
	TABLE E-2.....	49
	Establishments and Employment in Hudson, 1985 to 2001 .....	49
	Figure E-2: Number of Jobs in Hudson by Year.....	49
	Figure E-3: Annual Wages in Hudson by Year.....	50
	Figure E-4: Annual Payroll in Hudson by Year.....	50
	Figure E-5: Number of Business Establishments by Year .....	51
	TABLE E-3: Inventory of Locally Oriented Businesses in Hudson.....	51
3.3	COMPONENTS OF THE HUDSON ECONOMY .....	53
3.3.1	<i>Labor Force</i> .....	53
	TABLE E-4: Labor Force Trends, 1990 and 2000.....	53
	Figure E-6: Labor Force Occupations by Type of Occupation, 1990 .....	54
	Figure E-7: Labor Force Occupations by Type of Occupation, 2000 .....	54
	Figure E-8: Labor Force Employment by Industry, 1990 .....	55
	Figure E-9: Labor Force Employment by Industry, 2000 .....	55
	Table E-5: Educational Status of Hudson Population .....	56
3.3.2	<i>Business in Hudson</i> .....	57
	Figure E-10: Number of Establishments by Type, 1998 and 2001 .....	57
	Figure E-11: Change in Hudson Industries by Employment, 1991 and 2001 .....	58
	TABLE E-6: Changes in Hudson Industries, Measured by Jobs, 1991 to 2001.....	58
	Table E-7: Sales Receipts of Hudson Business Sectors, 1997 .....	59
	Figure E-12 Inventory of Establishments .....	59
3.4	PROPERTY TAX TRENDS.....	61
3.4.1	<i>Trends in Assessed Values</i> .....	61
	Table E-8: Trends in Assessed Values in Hudson, 1985-2003.....	61
	Table E-9: Change in Assessed Values By Classification of Property .....	62
	Table E-10: Annual Inventory of Parcels By Use, 1986-2003 .....	62
	TABLE E-11: Change in Number of Parcels By Usage.....	63
	Table E-12: Percent Change in Average Assessed Valuation .....	64
	Table E-13: Property Tax Trends for Single Family Homes.....	65
3.5	ECONOMIC INFRASTRUCTURE .....	66
3.5.1	<i>Utilities in Hudson</i> .....	66
3.5.2	<i>Transportation in Hudson</i> .....	67
3.5.3	<i>Communications Systems in Hudson</i> .....	67
3.5.4	<i>Land Use and Resources in Hudson</i> .....	68
	TABLE E-13: Summary of Industrial/Commercial Zoning.....	68
	Table E-14: Commercial/Industrial Build-Out Potential.....	69
3.5.5	<i>Important Commercial/Industrial Areas</i> .....	69
	Table E-15: Commercial/Industrial Real Estate Market Conditions .....	72
3.6	SUMMARY OF OPPORTUNITIES AND OBSTACLES .....	73
	Commercial / Industrial Suitability Map .....	73
3.7	RECOMMENDATIONS AND ACTION ITEMS TO SUPPORT ECONOMIC DEVELOPMENT .....	73
<b>4</b>	<b>SUMMARY OF TRANSPORTATION ISSUES .....</b>	<b>76</b>
4.1	SUMMARY OF EQUIVALENT PLAN STATUS.....	76
4.2	EXISTING TRANSIT SERVICES.....	77
4.3	WORKPLACE LOCATIONS FOR HUDSON RESIDENTS AND EMPLOYEES OF HUDSON BUSINESSES .....	78
	Table T-1: Location of Employment of Hudson Residents, 1990 and 2000 .....	78
	Table T-2: Location of Residence of Employees Working in Hudson.....	80
4.4	ALTERNATIVE TRANSPORTATION .....	80
4.5	IDENTIFIED CONGESTION SITES AND SUGGESTED IMPROVEMENT PROJECTS .....	81
4.6	ACTION ITEMS.....	83

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<b>5</b>	<b>SUMMARY OF NATURAL RESOURCES .....</b>	<b>85</b>
5.1	SUMMARY OF OPEN SPACE AND RECREATION PLAN 1999.....	85
5.2	ANALYSIS OF NEED.....	85
5.2.1	<i>Summary of Resource Protection Needs</i> .....	85
5.2.2	<i>Summary of Community’s Needs</i> .....	86
5.2.3	<i>Management Needs; Potential Change of Use</i> .....	86
5.3	ACCOMPLISHMENTS FROM 1999 STUDY.....	87
5.3.1	<i>Recreation</i> .....	87
5.3.2	<i>Conservation</i> .....	87
5.4	ONGOING PURSUITS .....	87
5.4.1	<i>Recreation and Conservation</i> .....	87
	Table 5-1 Land Preservation Chart: .....	88
	Natural Resource Areas Map:.....	89
	Town Owned Property Map: .....	89
5.4.2	<i>Water, Wastewater, and Stormwater</i> .....	90
5.5	NATURAL RESOURCE ACTION ITEMS .....	90
<b>6</b>	<b>CONSOLIDATED ANALYSIS AND RECOMMENDATIONS .....</b>	<b>93</b>
6.1	HISTORIC INFLUENCE ON DEVELOPMENT.....	93
6.2	PLANNING AND ZONING ISSUES .....	94
	Existing Zoning Map:.....	94
6.3	SUGGESTED OPTIONS FOR LOCATION OF FUTURE GROWTH.....	97
	Land Suitability Map: Recommendations for Development, Redevelopment, and Preservation .....	97
6.4	COMMUNITY DEVELOPMENT AND FUNDING INITIATIVES .....	98
6.5	MUNICIPAL ADMINISTRATIVE ISSUES .....	99
	Table C-1: Community Development Plan: Consolidated Recommendations.....	100
	Housing Recommendations.....	100
	Economic Development Recommendations .....	101
	Transportation Recommendations .....	102
	Natural Resource Recommendations.....	103
<b>7</b>	<b>APPENDIX.....</b>	<b>104</b>
7.1	SCOPE OF SERVICES REQUIRED FOR CD PLAN.....	105
	Hudson Scope of Services .....	107
	Sample By-Laws .....	108
	Visioning Outreach: .....	109
	Visioning Materials and Results:.....	111

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# 1 INTRODUCTION

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## 1.1 Overview of Executive Order 418

This Town of Hudson Community Development Plan was initiated by and through Executive Order 418 (EO418). That order was signed into law by Governor Paul Cellucci on January 24, 2000. EO418 provided up to \$30,000 per community for municipalities to undertake certain explicit planning activities in the area of housing, economic development, transportation, and open space preservation. Funding for this effort came from a variety of sources including the Department of Housing and Community Development (DHCD), the Executive Office of Environmental Affairs (EOEA), the Executive Office of Transportation and Construction (EOTC) and the Department of Economic Development. Those same agencies were assigned to oversee the EO418 planning process and to develop guidelines for the municipal planning efforts. The Metropolitan Area Planning Council was retained to assist the State in the administration of the entire process and an Inter Agency Working Group (IAWG) oversight committee was formed. The IAWG developed guidelines that each municipality needed to follow in order to be eligible to receive the \$30,000. Those guidelines are attached in the Appendix. Communities were then required to submit a Scope of Work identifying what the municipality intended to pursue in the use of its planning funds. The Scope of Work had to be approved by the IAWG. Hudson's approved Scope of Work is also included in the Appendix.

Essentially the plans, which came to be known as "Community Development Plans," were each required to address all of the four "core" planning elements: Housing, Economic Development, Transportation, and Open Space / Natural Resource Protection. If a municipality had already developed adequate written plans to meet the IAWG plan requirements for any of the core elements, it could apply to have those related documents certified as "equivalent plans" by the IAWG. The \$30,000 could then be directed to planning efforts focusing on the remaining core elements. Thus, the first step in the whole process, was the submission of equivalent plans to the IAWG.

The Town of Hudson applied for and received approval of equivalency for the Transportation and Open Space / Natural Resource elements of its plan. In its approval, the IAWG required some additional mapping of Open Space and Natural Resources to be done as part of the Town's Community Development Plan (CD Plan).

It is key to note that the Town's CD Plan would be incomplete if read without the benefit of the documents the Town utilized for "equivalency." These equivalent plans should be considered an integral part of the Town's long-range vision and an essential part of its CD Plan. Below is a table that summarizes the documents the Town utilized as *Equivalent Plans*. The equivalent plan documents themselves are on file at the Executive Assistant's Office.

### Equivalent Plans Submitted October 2002

<u>Report / Study:</u>	<u>Date:</u>	<u>Prepared by:</u>	<u>CDP Core Element:</u>	<u>Comments:</u>
Open Space and Recreation Plan	1999	Open Space Planning Committee, Division of Recreation, Linda Ghiloni, Director, and Park Commission	Open Space & Resource Protection	Reviewed and accepted and approved by the Executive Office of Environmental Affairs 9/21/99.
Greenways Plan for the SuAsCo Watershed	April 2000	Sudbury Valley Trustees (SVT)	Open Space & Resource Protection	
Upper Assabet Riverway Plan	June 2002	SVT with assistance from Westborough, Northborough, Marlborough, Hudson, Berlin & OAR	Open Space & Resource Protection	
Comprehensive Wastewater Management Plan and Environmental Impact Report, Phase I – Needs Analysis	March 2001	EarthTech, Inc. of Concord	Open Space & Resource Protection Water Budget (section 3) Water Quality	Comprehensive report looking at existing and future conditions; Extensive public participation in study process; Extensive use of GIS in development and presentation of study.
SuAsCo Watershed Assabet River TMDL Study, Phase One	June 2000	ENSR Corporation US Army Corps of Engineers Mass. Dept of Environmental Protection	Water Quality	Executive Summary
Water Test Well Program	Dec. 1998	EarthTech, Inc. of Concord	Water Resources & Budget	Executive Summary

<b><u>Report / Study:</u></b>	<b><u>Date:</u></b>	<b><u>Prepared by:</u></b>	<b><u>CDP Core Element:</u></b>	<b><u>Comments:</u></b>
Water and Wastewater Needs Study to Serve Proposed Intel Corporation Facility	Feb. 1998	EarthTech, Inc. of Concord	Water Budget	Study examined aspects of town water / wastewater needs in its entirety to determine how much of Town's resources could be dedicated exclusively to an Intel Expansion
Route 85 Connector Transportation Study	Nov. 2001	Mass. Highway Department Bureau of Transportation Planning & Development	Transportation	Full traffic study report with traffic counts, future conditions modeling, and design alternatives
Congested Signalized Intersection Study in MAGIC Subregion	Dec. 2001	Central Transportation Planning Staff (CTPS)	Transportation	Towns of Bedford, Bolton, Hudson, Lexington, and Lincoln
MAGIC Subregional Area Study, Phase I Report	Jan. 2002	Central Transportation Planning Staff	Transportation Economic Development	Employment, Population, Development Growth Centers, Roadways & Traffic, Congested Areas
Assabet River Rail Trail Implementation Plan	June 2001	EarthTech, Inc. of Concord	Transportation Recreation Economic Development	Communities of Marlborough, Hudson, Stow, Maynard, and Acton. Multimodal links, Pedestrian and bicycle access, Employment and Commercial Centers, Municipal and School Facilities
Metrowest Regional Transit Authority Feasibility Study	Jan. 2002 June 2002	Multi Systems w/ KKO and Associates EOTC, (Draft Institutional Alternatives Analysis)	Transportation Economic Development	Public Transit, existing conditions in Metrowest RTA feasibility study area

Following approval of the equivalent plans, the Town then submitted its Scope of Work and received approval for its *Scope* and to begin the planning process.

## 1.2 Creation of a Community Development Plan

The Town of Hudson has made a strong commitment to the production of this Community Development Plan (CD Plan). During the spring of 2003, the Board of Selectmen appointed a Community Development Planning Steering Committee (Steering Committee) to oversee the production of this CD Plan. Members of the committee are listed on the credits page at the start of this document. The Town retained the services of Community Investment Associates as the primary consultant responsible for preparing this report. It also engaged EarthTech, Inc. for the



Geographical Information Systems (GIS) mapping component and McGregor and Associates for zoning review work. The Steering Committee met numerous times over the period of a year in order to develop this CD Plan. Additional meetings with the consultants were also held on a regular basis.

As noted above, the Commonwealth determined that Hudson was responsible for preparing the housing and economic development core elements. Also required by the State was a Public Visioning effort, GIS mapping effort, and the so-called “pulling it all together” section of the CD Plan (see Chapter 6 "Consolidated Analysis and Recommendations"). In concert with professional assistance, the Community Development Planning Committee took responsibility for making the development of the CD Plan a very public process. That process is described below in the Public Outreach Section.

### ***1.2.1 Visioning:***

Just six months prior to the Steering Committee's inception, extensive public outreach, brainstorming, and visioning was conducted by the Town and the Executive Office of Environmental Affairs to assist the Town in considering the future of the Assabet River and its role in the Downtown. This process was called the Urban River Visions Forum and approximately 75 Hudson citizens participated in that exercise in October 2002. Building on the work done by the public during the Urban River Visioning forums, the Steering Committee modeled its public outreach after that program. It orchestrated two evening “Visioning” meetings held in June of 2003 on two successive nights to broaden the areas of town considered in the Town's long range brainstorming. Roughly 50 people attended these CD Plan visioning sessions.

On the first night of the visioning, four break-out groups were formed and each was asked to consider and discuss the four core them elements: Natural Resources / Open Space, Housing, Economic Development, and Transportation. On the second evening, the Town was divided up into four regions, maps of the town were presented, and the breakout groups were each asked to examine the maps and brainstorm on issues related to the four themes within their assigned region. Members of the Steering Committee were also spread among the four groups on both evenings to take careful notes of the comments, ideas, and suggestions raised by the public. The participants were instructed to think broadly about what Hudson should look like without regard to current zoning, known projects, and property ownership. The groups were tasked with the goals of identifying parcels suitable for development of housing, areas appropriate for commercial development, lands most needy of preserving for open space, resource protection, and/or recreation, and finally to identify transportation infrastructure needs and opportunities.

### ***1.2.2 Mapping***

The maps utilized in the above described break-out groups were then further refined, discussed, and digitized to form the core of the maps produced for this plan. EarthTech, Inc. assisted the town with digitizing its zoning layer, and with updating the various layers utilized for this study. The Steering Committee itself, along with the Town's GIS Coordinator, Tony Bryan, spent countless hours pouring over the maps, examining details, and further depicting the vision outlined in the public brainstorming meetings. This resulted in several highly detailed maps which enable the Town to visually depict its land area and proposed uses of that land for future generations to come.

There are approximately six maps presented in this report. The primary recommended land-use map is inserted in Chapter 6. This map attempts to summarize and depict all of the issues discussed throughout the report. Thus, it shows lands that were deemed (by the visioning participants and Steering Committee) to be suitable for development or redevelopment of housing and commercial areas; it identifies land that the Town should seek to preserve; and it outlines transportation infrastructure needs. The maps are then broken down into specifics for each topic. Presented in the Housing section of the report is a map showing those areas of Town which are believed to be suitable for expansion of housing. In the economic development chapter a map shows where commercial and industrial growth might occur. The Transportation chapters contains a map showing roads and / or intersections the Town might want to upgrade or address in the future. An Open Space / Preservation map shows lands the Town should seek to preserve in some fashion. Also inserted in the report is the Town's Zoning Map.

### ***1.2.3 Public Outreach***

In an effort to ensure broad scale participation in the formation of this plan, the Steering Committee utilized a variety of outreach methods. Meetings were routinely posted at the Town Clerk's Office; legal advertisements were placed in the local papers; press releases were sent out; the local cable television carried information on the visioning sessions; the Town's web site carried information; fliers were produced in English and Portuguese and posted in public buildings; and letters were sent out to members of local boards and committees.

A community presentation of the Draft Community Development Plan occurred on May 11, 2004. That Draft Plan was also placed on the Town of Hudson's web site at [www.townofhudson.org](http://www.townofhudson.org) for public review. Digital copies of the documents were released on CD-Rom and were made available via e-mail as well. To ensure adequate time to receive feedback on the draft, the Town allowed for a one-month comment period prior to submitting the final plan to the State in June 2004.

## **1.3 Plan Components:**

**Chapter 1** - The remainder of this chapter contains overview information, principals of Smart Growth, and a discussion on the limits of developable lands in Hudson.

**Chapter 2** - deals exclusively with the Housing Component of Hudson's Plan.

**Chapter 3** - discusses Economic Development in Hudson.

**Chapter 4** - provides a brief overview of Transportation issues and related infrastructure needs.

**Chapter 5** - summarizes Natural Resource protection needs.

**Chapter 6** - presents the consolidated action items recommended in this plan.

**Chapter 7** - provides appendices and relevant attachments.

## **1.4 Historical Context**

Hudson provided a home to a variety of Native American communities until the middle 1600's when a group of settlers from the Sudbury settlement were granted land in what is now Hudson. A short peaceful coexistence lasted until the rules and regulations of the European settlers chafed enough to result in the King Philip's War. Early Hudson was destroyed but rebuilt after 1675 when Hudson was firmly in the control of the immigrants.

The earliest homes that remain today were associated with farming activities from that early period. Some of both the homes and the farming activities still exist in Hudson. However, a fire in 1894 destroyed many of the buildings downtown. The reconstruction of the entire downtown shortly after the 1894 fire has resulted in a downtown that is architecturally from one period. Recognition of this historical uniformity led the town to designate much of its downtown as a State Registered Historic District known as the Silas Felton Historic District which the town passed unanimously at its in November 1988. Significant renovations and building alterations within the historic district require design review by the Silas Felton Historic District Commission. This has assisted the downtown in preserving its architectural integrity. Hudson's Downtown today possesses a quaint historic feel and is starting to attract unique art and gift shops, restaurants, and boutique-type home improvement stores. The unique character downtown assists the smaller retail establishments in competing with the larger strip-mall type retail areas south of Hudson downtown on Washington Street / Route 85.

The Town of Hudson, like many other communities in the area, was founded around the water power provided by the Assabet River and Tannery Brook. There are two dams and mill ponds in the community, and numerous mill buildings that developed because of the economic opportunity the water provided. Since the downtown arose to serve mill employees and owners, the older mill buildings are at the periphery of the downtown area. Much of the housing in Hudson is also clustered around the downtown and the mills and originally housed mill workers and managers. Once Hudson distinguished itself as a population and employment center, other economic facilities were located in different areas of Town not necessarily adjacent to the river.

The completion of I-495 in the 1960's had a major impact on the type and location of development in this region and continues to influence major land use decisions. Hudson has two entrances onto I-495 and one of those, known as the Argeo R. Cellucci connector road, links to I-290 providing easy access with just a twenty-minute ride to Worcester. Because of its central location, Hudson became a focus of both retail and office development soon after I-495 was constructed. The business-zoned areas nearest the I-290 connector is heavily populated with shopping plazas, big box retail, and significant corporate development. Smaller corporate facilities are also located in the east-end of Town.

During the past decade, several additional factors have been driving development patterns. Hudson's vacant land, although rapidly diminishing, is still relatively affordable compared to surrounding towns. In addition, most of the housing built in Hudson between the 1960's and the 1990's was relatively modest, and generally smaller, ranch and cape type homes. The relative affordability of land, and more modest homes, coupled with the ideal highway access, retail and commercial facilities, spurred a sizeable amount of development. This has resulted in construction of a diversity of housing types to fill some of the gaps in Hudson's housing stock with more expensive single family homes, large senior "over-55" housing developments, and affordable apartment developments.

Hudson in the early 21<sup>st</sup> Century is experiencing significant recent growth which is quickly changing the character of the community. In response to that growth, the Town is struggling to determine what historical elements should be preserved and what kinds of development should be embraced, rejected, or accepted with restrictions and controls.

On the Municipal front, in recent years the Town has been investing in infrastructure, developing additional park and recreation facilities, and attempting to conserve open space. It has successfully rebuilt the Farley Elementary School and constructed a brand new 296,000 square foot High School. A new Fire Station Headquarters is underway. Additional soccer fields have been built and the Town is constructing a multi-town bike and pedestrian path of which approximately 3.5 miles are located in Hudson. These major new facilities, coupled with ongoing efforts to maintain and improve the downtown and the economic base, can result in a community that “has it all.” From a community planning perspective, "having it all" is a well balanced community that includes a compact, attractive, and thriving downtown; well-maintained and compact residential development; popular sports and recreation sites; multiple modes of transportation; and major open space resources. Going forward, however, to achieve the goal of a healthy balance in land use, Hudson will need to pay careful attention to what occurs on the remaining open parcels and to the ongoing maintenance and improvements to the existing built environment.

The purpose of this Community Development Plan (CD Plan) is to provide both general direction and specific actions that can be undertaken by the community in order to achieve its vision and goals. The bulk of this CD Plan consists of detailed analyses of available, current data to identify key issues in each of the study areas for the CD Plan, and to extract from these analyses concrete recommendations for addressing identified issues and problems. Generally, these recommendations consist of suggested changes to the Hudson Zoning Bylaw, and specific projects that the Town could undertake. These are both “pro-active” efforts.

Nonetheless, it is important to note that the day to day reality of town government is the more “reactive” component – how to deal with the variety of proposed changes and projects that are brought in the door by others and need to be addressed. These items get addressed by the Site Plan Review Committee, the Planning Board, the Board of Appeals, the Building Inspector, the Board of Selectmen, the Executive Assistant, the Assistant Administrator and often many other actors. In order to inform and guide the decisions of these entities, a set of “Principles for Smarter Growth” have been included in this report. The concept of "Smart Growth" has been embraced and heralded by many professional planning entities as a perspective from which to analyze positive and negative real estate development. It is a tool to assist Town boards and staff in determining whether a specific development proposal is one that the Town may want to encourage or discourage. These Principles will also prove valuable in the selection of new goals or projects to embrace going forward.

## 1.5 Guiding Principles for Growing Smarter

As noted above, the following list of principles was included by the Community Development Planning Steering Committee to validate the selection of goals and actions included in this plan, to guide the selection of new projects and activities to undertake that can meet the Town's goals, and to inform the day to day decision-making of Town committees and boards on projects not included in this CD Plan.

These Principles have incorporated the thinking of State and regional planning institutions and agencies involved in growth and development, and of the Steering Committee. References for this list include the Environmental Protection Agency, the Office of Commonwealth Development, the Massachusetts Community Preservation web-site, and the Metropolitan Area Planning Council. The inclusion of these Principles will clearly signal to these governmental entities that Hudson is striving to encourage sound development practices consistent with the goals espoused by these other governmental agencies. The Smart Grown principals presented below have also been tailored to Hudson in order to reflect the unique realities of the community relative to its present capacity, development state, and available water and sewer resources.

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### Principles for Smart Growth

- 1. Provide a range of housing opportunities for residents of all levels of income and abilities.** Support the construction and rehabilitation of housing to meet the needs of people of all abilities and income levels. Concentrate the development of housing in infill development and rehabilitation of existing buildings or developed sites.
- 2. Provide a variety of transportation choices. Support non-motorized transportation options for recreation and travel purposes through development of the Assabet River Rail Trail; encourage cost effective transportation alternatives such as increased ride-sharing programs, improved connection of existing trails, expanded bus transportation options, and general infrastructure improvements.** With the compact town center, bus connections to commuter rail service, and a commuter parking lot, Hudson is positioned to effectively increase use of other modes of transportation to decrease the use of automobiles.
- 3. Concentrate development. Support development that is compact, conserves land, integrates uses, and utilizes existing infrastructure for sewer and water.** Avoid excessive new roads and other public infrastructure, or residential properties spread out on existing roads. Enhance walkable districts mixing commercial, civic, cultural, educational and recreational activities.
- 4. Protect the village character and strong "sense of place" of downtown Hudson with its locally-owned businesses, healthy economy, pedestrian environment, access to the Assabet River, built features and landmarks, historical resources, and role in community life.** Consideration of the interaction of all these positive qualities on downtown

Hudson should be factored into consideration of development proposals, and to proposed changes in by-laws and regulations.

5. **Redevelop first.** Identify existing built resources that are unused or underutilized and give preference to their reuse. Promote redevelopment of brownfields, preservation and reuse of historic structures, and rehabilitation of existing housing, industrial buildings, and schools.
6. **Recognize the Town's unique role as guardian of important natural and cultural resources. Hudson will enforce high standards in design review and decision-making regarding development projects in sensitive areas.** This will be particularly important for projects affecting its remaining open lands, in areas abutting the Assabet River, for those areas still in agricultural use, for sites of known historical and archeological value, and in other sensitive environmental areas such as those that contain threatened or endangered habitats.
7. **Increase the Town's ability to influence and direct development consistent with these principles by strengthening the planning and review processes.** Make regulatory and permitting processes for development clear, transparent, cost-effective, and oriented to encourage smart growth.
8. **Increase job opportunities.** Use rehabilitation and infill development to encourage the location of new business development near housing, infrastructure, water, and transportation options. Support the growth of new and existing local businesses.
9. **Foster sustainable businesses.** Strengthen sustainable natural resource-based businesses, primarily agricultural activities. Support economic development in industry clusters consistent with regional and local character. Maintain reliable and affordable energy sources to reduce dependence on imported fossil fuels.
10. **Prevent the population of Hudson from exceeding the carrying capacity of its various infrastructure and services, including sewer, water, and schools, by anticipating pressures and actively deciding to reduce growth or plan for increased services where possible or appropriate.** (See Table 1-1 for a summary of issues of carrying capacity)
11. **Work towards making Hudson a more "sustainable" community through education and incentives to reduce water and electric use, and better management of septic systems and wastewater.** Since Hudson provides many of these services now, the Town can have a big influence on the preservation of resources and the prevention of pollution and other problems associated with the use of these resources.
12. **Encourage "green" buildings.** Work with developers on new construction projects to reduce stormwater through "green" roofs, permeable parking surfaces, and other options, and to reduce energy consumption of new construction and rehabilitation through active and passive energy saving building options.
13. **Plan and Coordinate Regionally.** When addressing housing, transportation, and economic development projects, consider the impacts on neighbors and the needs for such projects that are already being filled by neighboring communities. Share review of plans and projects that will impact both communities.

## 1.6 Limits to Growth in Hudson

Hudson's ability to grow in the ways it desires is limited by a variety of factors including available commercial financing and market demands for specific real estate uses. However, two key factors somewhat within the Town's ability to control are **1) the land available for development, and 2) the municipal infrastructure to allow for and support the potential growth and development.** This section summarizes the limits in these two areas to set the stage for the subsequent discussions of housing, economic development, and transportation.

### *1.6.1 Land Available for Development*

In conjunction with the goals established by EO 418, in 2001, the Metropolitan Area Planning Council undertook a "Build-Out Analysis" for Hudson, as it did for the other 100 cities and towns within its region. This analysis was intended to identify primarily undeveloped, and in specific cases underdeveloped, parcels that could be developed. They also attempted to project how much additional development could be located on these parcels. The Build-Out analysis was presented to the Hudson Board of Selectmen at a public meeting in 2001. Digital data and maps depicting the full results of the build-out analysis are available at the Executive Assistant's Office and from MAPC.

The MAPC build-out analysis identified theoretically adequate undeveloped commercial/industrial land to construct 12,826,337 additional square feet of new commercial/industrial use on undeveloped lands. MAPC did not consider development on commercial/industrial properties with existing underutilized building. What it did identify equates to real estate that is approximately 10 times the size of the current Intel facility. This represents an opportunity for a significant increase in total business real estate within town. MAPC estimated that an additional 1,606 units of housing could also be developed in areas of new construction on land that was vacant at the time it performed its analysis. This number might be under represented because it does not include any units that could be developed in existing commercial/industrial buildings not currently in residential use. The number of potential new units identified in the Build-Out analysis is roughly equal to a 22% increase in housing units. For both residential and commercial/industrial development, a great deal of additional growth is projected to be theoretically possible. The MAPC statisticians did attempt to subtract those lands known to have development constraints preventing them from being buildable. For example, wetlands were subtracted from the available land calculations. However, it was a theoretical exercise and could not account for lands that contain ledge, those that are landlocked, and those the owners never intend to sell, etc. MAPC itself acknowledged that its build-out analysis was thus the "worse case" land development scenario.

### *1.6.2 Municipal Infrastructure*

Hudson's Principles for Smarter Growth encourage the development of new construction only where there is existing infrastructure available. This principal is in concert with a recent decision of the Hudson Board of Selectmen which identified the permanent areas of Town to allow future sewer connections and those that are to remain un-sewered. This decision was an

important step in the right direction. The Principles also call for new development to occur in a measured way that will not outpace the limitations of current municipally supplied infrastructure. These include water supply, sewage treatment and collection systems, and the school system. Because they are finite resources, these three municipal services limit growth to the extent that the capacity of the resource dictates the quantity of development.

### Town of Hudson Sewer Areas Map

The Town has developed a map that depicts the areas in town where it is permissible to extend existing sewer lines and those areas that will need to be served by private septic systems in accordance with existing Title V regulations. A full size version of this map was not available as a PDF insert. However the map is available at the Executive Assistant's Office. A reduced version is contained herein:

## Sewer Areas

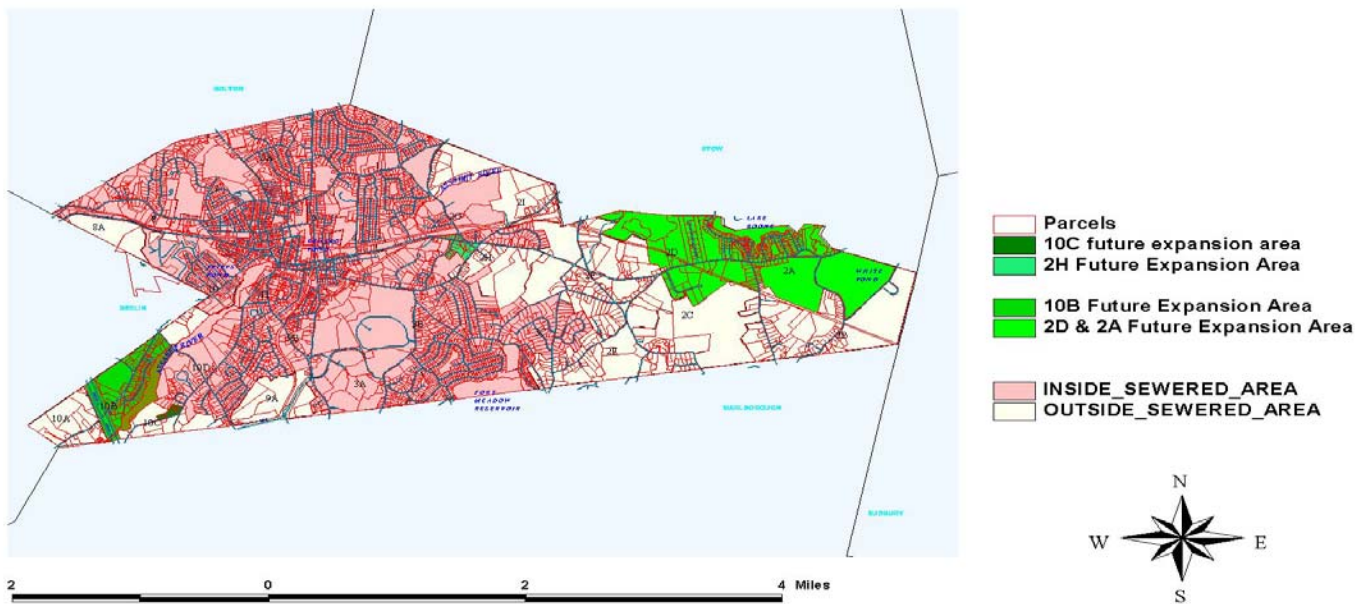




Table 1-1 provides a brief summary of the infrastructure in town, its existing usage levels, maximum capacity both actual and permitted, and any specific growth related issues that should effect planning for growth.

**Table 1-1: Constraints to Growth in Hudson**

System or Resource	Existing Use Levels	Maximum Growth	Growth-related Issues
Land	-Current pop. 18,113 - 7,168 housing units -86,185,586 sf of Commercial/Indus land area	-Add. Res. Lots at build-out, 1,606 -Add. Comm./indus. – 27,915,134sf of total land area and 11,081,182sf of total bldg. area	-Recent Comprehensive Permits will increase units as developments can be denser than allowed under zoning - Much of additional residential growth on land in current agricultural use -Overlay district for senior housing changing demographics
Public Water Supply	-Average daily water use is 2.59mgd in 2000, 2.74mgd in 2001 -Average use is 134 gpd for each resident – est. at actual 70gpcd -650,000gd committed to Intel, actual use is 690,000gd in 2002 and 2003 -Av. Comm./Indus use of 775gad	-Present restriction to 2.90mgd (will increased to 2.95mgd after 8/31/06) -Water system has available capacity of 4.975mgd wells and Gates Pond	-Estimated that Hudson has adequate cap to meet av. day demand in 2025, but peaks and sources offline will cause shortages -Intel uses @22% of Hudson water supply; is permitted for. on-site well for ultra-pure water (@250,000gpd of treated water) for chip manufacture
Watersheds	- All discharge from the waste treatment plant goes to the Assabet River		- Additional well withdrawal removes additional resources from watershed
Wastewater Treatment and Disposal	-Est. use at 65gpcd -Intel flow av. 270,000gpd -II est. at 630,000gpd and 1.22mgd at spring run-off	-Sewers serve 60% of Hudson's area and 4,305 customers -NPDES permitted capacity 3.0mgd - Intel permitted for 600,000gpd - Permitted at 2.65, can go to 3 if exceed permit for 2 mos. Between May and October	-51 miles of sewer, 14 pump stations -2003 BOS rescinded prohibition on additional connections - further sewer extensions are allowed in designated "Sewer Area (see Map X), and allow infill connections - <i>New sewer connections could serve a total of X new housing units and Y commercial/industrial units</i> - Permit with DEP up for renewal, must treat phosphorous to .1
Public Schools	5 elementary, middle school and high school, Hudson Catholic HS is available	Max. capacity exceeded for 2 elementary schools	Issued RFP for expansion of middle school. Considering moving 5 <sup>th</sup> grade to expanded middle school to alleviate crowding at elementary level

The above table indicates that the most significant constraint on growth in Hudson is limitations on sewer connections. Hudson considered these limitations carefully and had previously imposed a moratorium on sewer extensions for the period of time in which they were evaluating capacity and policy. In the winter of 2003-2004, these restrictions were lifted and a permanent policy was put in place. That policy allows for connections within existing sewer areas and only allows extensions of the sewer areas in those parts of Hudson that were defined as being in high need based on existing problems with septic system failure.

The school system also presents the possibility of a major infrastructure investment in the near future. In the winter of 2004, the schools issued a request for proposal to explore the feasibility of expanding the JFK Middle School. The results of this feasibility study will provide more detail on the present ability of the existing infrastructure to accommodate the current student population. It will also identify costs associated with modernizing the facility and potentially expanding it to accommodate future growth.