

HUDSON

COMPREHENSIVE PLAN
OCTOBER 2022



Creative Regional Solutions Since 1968

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INTRODUCTION

PURPOSE OF A COMPREHENSIVE PLAN

A comprehensive plan is a clear-sighted, thorough and community-driven vision for the future of the Town. Comprehensive plans are required by state law for towns that have land use regulations, as decisions regarding these regulations (from rezoning decisions to transportation regulations to policies governing the use and subdivision of land) must be in line with an adopted comprehensive plan. Comprehensive plans do more than check a box, however; they provide a roadmap and a vision for how a community wants to evolve over time. Hudson will experience significant change over the coming years, primarily due to the widening of Highway 321 and the Town’s proximity to Hickory, the Catawba River, and Interstate 40. Hudson Town Commissioners and Hudson Staff set the creation of this Plan in motion by partnering with the Western Piedmont Commissioners of Governments to assist in its development.

The Plan includes a comprehensive “snapshot” of the Town’s current demographics and assets, and includes recommendations for investments and priorities over the coming years for all aspects of the Town, including parks and recreation, land use planning, transportation, natural and economic resources, and more. This document can be referenced by Town Commissioners, Planning Board and Staff to aid in developing regulations, deciding rezoning cases, developing capital improvement plans, applying for grants, developing its transportation network, extending water and sewer infrastructure, amending its zoning ordinance, drafting its budget, and planning for parks. It is also a ready reference for each Hudson citizen to read, plan and revisit over the coming years. By following this Plan, Hudson will continue to create the conditions that encourage orderly growth and economic development well into the

THE PLANNING PROCESS

The Hudson Plan was developed by the Hudson Advisory Committee, a 12-person group consisting of Planning Board members, Town Commissioners, Town Manager, Town Planning Staff and interested citizens. The Committee conducted a 12-month community outreach, education, discussion and strategic thinking process which resulted in the creation of a draft version of this Plan. The draft version was presented to the Town Commissioners. At the heart of the Plan is a series of recommended growth management strategies in the areas of land use, transportation, public services, economic development, and natural and cultural resources. Upon adoption of this Plan by the Town Commissioners, the Planning Board and the Town’s planning staff will be charged with prioritizing and implementing the strategies proposed in this document. The Town Plan Advisory Committee consisted of:

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEMBERS		
Jeff Link Commissioner	Rick Shew Commissioner	Ann Smith Commissioner
Roger Barlow Planning Board Chairman	Jerry Triplett Planning Board	James Amelia Planning Board
Candis Hagaman 3 Doors Down	Donna Laws Foothills Realty	Jonathan Greer Town Manager
Richard Blevins Chief of Police	Chuck Raby Parks and Recreation Director	Teresa Kinney Town Planner

CITIZEN INVOLVEMENT

Several meetings were held to provide opportunities for citizen involvement in the development of this Plan. Early in the process, a public meeting was held to gather citizen input. This public input meeting was held in the Town of Hudson's Recreation Center. At the meeting, participants were asked to list the Town's strengths, weaknesses, opportunities and threats. An online public survey was also conducted to gather additional public comment. The results of the public survey are provided in Appendix A.

Near the conclusion of the planning process, a final public meeting was held to provide citizens with the opportunity to evaluate whether the draft plan reflected their concerns and interests. The final public meeting was held at The HUB on September 15, 2022. At the final public meeting, citizens reviewed the maps and recommendations in the draft plan and provided additional input. A formal public hearing held at the Town Commissioners meeting provided additional opportunities for citizen input.

THE APPROVAL PROCESS

The Hudson Advisory Committee was presented the draft plan on ____, 2022. There was a unanimous decision to approve the document and to send a recommendation for approval of the plan to the Planning Board and then to Town Commissioners. The Planning Board reviewed and unanimously recommended the plan for Commissioners approval during the ____, 2022 Planning Board Meeting. The plan was then reviewed by the Town Commissioners, and a public hearing was held to discuss the adoption of the draft plan at the [REDACTED] Commissioners meeting. The draft plan was approved by the Town Commissioners on [REDACTED], 2022.

PLANNING AREA

The geographic area included in this Plan includes land located within the Town's limits and Extraterritorial Jurisdiction (ETJs). (See Map: Planning Area)

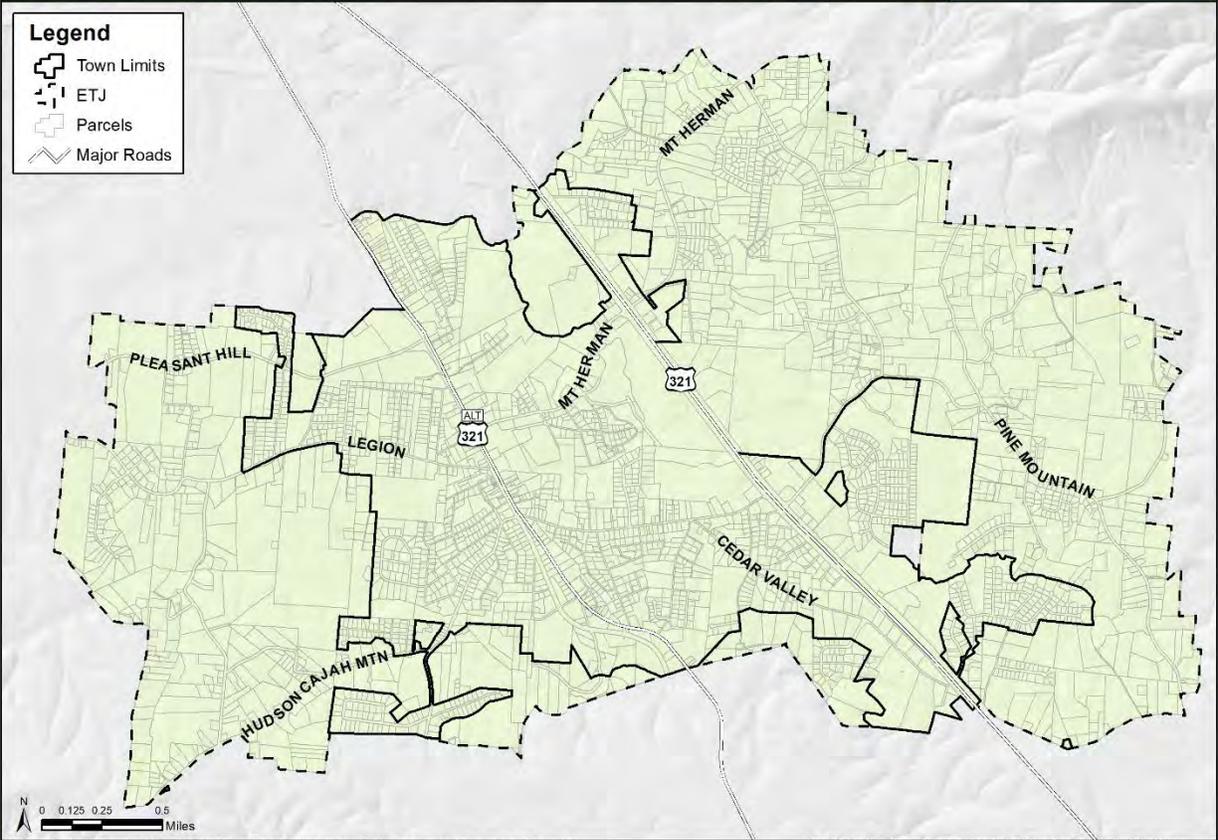
NEXT STEPS

Upon adoption of this Plan, appropriate changes will be made to the Town's Zoning and Subdivision Ordinances, and the Future Land Use section of the plan should be referenced when considering rezoning requests. Comprehensive plans are intended to be living documents. Revisions of this Plan may be necessary based on state law and changing economic conditions. The Planning Board and Town planning staff should review this document periodically to evaluate its effectiveness and to determine if revisions are necessary.



Legend

- Town Limits
- ETJ
- Parcels
- Major Roads



This map is a graphic representation and should only be used for illustrative purposes. Map created with data provided by Caldwell County GIS and ESRI.

Location Path: G:\Planning\Planning\Map\caldwell\050506\LS\050506Plan\050506Map_PlanArea\HudsonPlanningArea_S011.mxd

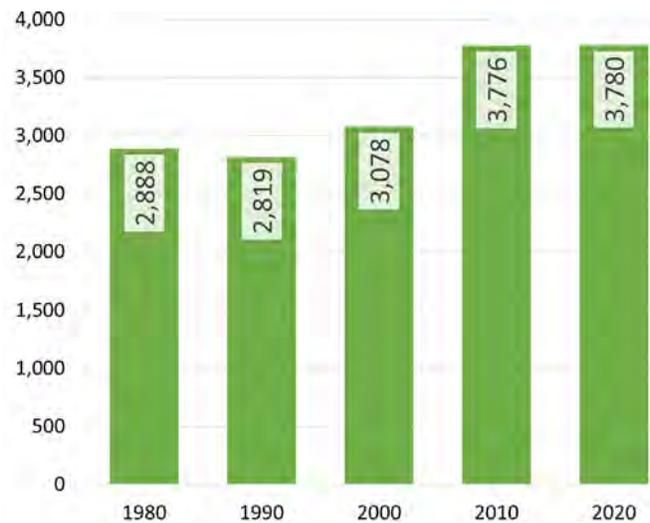
DEMOGRAPHICS

POPULATION

The Census count in 1980 for Hudson was 2,888 (Figure 1). As of 2020, the US Census Bureau shows that the population of Hudson is 3,780. Table 1 shows population changes between 2000 and 2020 for Hudson, Caldwell County, the Hickory Metropolitan Statistical Area or MSA (Alexander, Burke, Caldwell and Catawba Counties), North Carolina and the United States. Hudson added 698 people between 2000 and 2010, an increase of 22.7%. The percentage growth was more than the Caldwell County (6.8%) the Hickory MSA (6.5%), the North Carolina (18.5%) and the US (9.7%) population growth rate. Estimates from the US Census Bureau indicate little population change in Hudson between 2010 and 2020. The 2020 Hudson population estimate (3,780) is slightly higher than the Census 2010 population count (3,776). Since 2010, Caldwell County experienced a population loss of 2,377

people, a 2.9% decrease. From 2010 to 2020, the population of the Hickory MSA decreased by 0.1%. North Carolina's population grew 9.5% between 2010 and 2020 to 10.4 million. The number of persons in the United States has increased 7.4% from 308.8 million in 2010 to 331.5 million in 2020.

Figure 1 - Hudson Population, 1980-2020



Source: 1980-2020 Census, US Census Bureau and WPCOG Data Center, 2022.

Table 1 Population Comparison, 2000-2020							
Location	2000 Census	2010 Census	Change 2000-2010	% Inc.	2020 Census	Change 2010-2020	% Inc.
Hudson	3,078	3,776	698	22.7	3,780	4	0.0
Caldwell County	77,708	83,029	5,321	6.8	80,652	-2,377	-2.9
Hickory MSA	341,851	365,497	23,646	6.5	365,276	-221	-0.1
NC	8,049,313	9,535,483	1,486,170	18.5	10,439,388	903,905	9.5
US	281,421,906	308,745,538	27,323,632	9.7	331,449,281	22,703,743	7.4

Sources: 2000, 2010 and 2020 Census, US Census Bureau.

Whites are the largest race group in Hudson. Over 88% of the Town's population is White (Table 2). Between 2010 and 2020, however, the number of Whites decreased by 179 persons to 3,351. Hispanic is the Town's largest minority group (7.0% of Hudson's population in 2020). The Town's Hispanic population grew from 218 persons in 2010 to 266 in 2020. Since the 2010 Census, Hudson's African American population has decreased by 2 to 69. The population of the "two or more races" group in Hudson has more than tripled since 2010 to 180.

Table 2 Hudson Population by Race/Ethnic Group, 2010-2020						
Race/Ethnic Group	2010 Census	% of Pop.	2020 Census	% of Pop.	Change 2010 to 2020	% Change 2010 to 2020
Total Population	3,776	100.0	3,780	100.0	4	0.0
White	3,530	93.5	3,351	88.6	-179	-5.1
African American	71	1.9	69	1.8	-2	-2.8
American Indian	12	0.3	9	0.3	-3	-25.0
Asian American	11	0.3	19	0.5	8	72.7
Two or More Races	41	1.1	180	4.8	139	339.0
Some Other Race	111	2.9	152	4.0	41	36.9
Hispanic (Any Race)	218	5.8	266	7.0	48	22.0
White, (Not Hispanic)	3,446	91.3	3,305	87.4	-141	-4.1

Sources: 2010 and 2020 Census, US Census Bureau.

Age group population data for Hudson from 2010 to the 2016-2020 ACS is displayed in Table 3. Some age groups gained population between 2010 and 2016-2020, while others experienced declines. The older age groups in Hudson have had the some of the most significant population losses since 2010. The number of people in the 65 to 74 age group, for example, fell by 118 between 2010 and 2016-2020 to 244 persons. The population of the 55 to 59 age group fell 44.4% from 214 in 2010 to 119 in 2016-2020.

Table 3. Hudson Population by Age Group, 2010 Census to 2016-2020 American Community Survey (ACS)				
Age Group	2010 Census	2016-2020 ACS Estimate	Change 2010 Census to 2016-2020 ACS	% Change 2010 Census to 2016-2020 ACS
Under 5 Years	204	195	-9	-4.4
5 to 9 Years	236	192	-44	-18.6
10 to 14 Years	304	385	81	26.6
15 to 19 Years	227	300	73	32.2
20 to 24 Years	237	252	15	6.3
25 to 34 Years	398	425	27	6.8
35 to 44 Years	572	489	-83	-14.5
45 to 54 Years	504	535	31	6.2
55 to 59 Years	214	119	-95	-44.4
60 to 64 Years	225	250	25	11.1
65 to 74 Years	362	244	-118	-32.6
75 to 84 Years	234	203	-31	-13.2
85 Years and Over	59	124	65	110.2
Total	3,776	3,713	-63	-1.7

Source: 2010 Census and 2016-2020 (5-Year) American Community Survey, US Census Bureau.

The population of the under age 5 decreased from 204 in 2010 to 195 in 2016-2020. Besides population losses in the under age 5 cohort, population declines also occurred in the age 5 to 9 group. Significant population growth, meanwhile, occurred in the age 10 to 14 and 15 to 19 cohort. The number of persons in the 10 to 14 age groups grew from 304 in 2010 to 385 in 2016-2020. The number of people in the 15 to 19 age cohort increased from 227 in 2010

to 300 in 2016-2020. The population of age 35 to 44 group, meanwhile fell 14.5% from 572 in 2010 to 489 persons in 2016-2020.

The impacts of the increasing population in the 10 to 14 and 15 to 19 age group populations over the past decade on median age can be seen in Table 4. Between 2000 and 2010, the median age in Hudson rose by 1.5 years to 40.1. Hudson’s median age has decreased 8.0% since 2010 to 36.9 years. The Town’s median age is currently less than Caldwell County, the Hickory MSA, North Carolina and the United States.

Table 4. Median Age, 2000 Census to 2016-2020 ACS					
Location	2000 Census	2010 Census	% Change	2016-2020 ACS	% Change
Hudson	39.5	40.1	1.5	36.9	-8.0
Caldwell County	37.5	41.3	10.1	45.1	9.2
Hickory MSA	36.7	40.5	10.4	43.3	6.9
NC	35.3	37.4	5.9	39.1	3.7
US	35.3	37.2	5.4	38.5	2.4

Source: 2000, 2010 Census and 2016-2020 (5-Year) ACS, US Census Bureau.

Age group projections are not available for Hudson. The NC Office of State Management and Budget, however, has generated age group projections for Caldwell County (Table 5). The population of the 65 to 74, 75 to 84 and 85 years and over age cohorts will continue to grow over the next 20 years as the “baby boomers” grow older. The loss of 25 to 44 year-olds in the County from 2000 to 2010 will lead to population declines in the 55 to 59 and 60 to 64 groups through 2041. The population of the age 20 to 24 and 25 to 34 cohorts is anticipated to decrease by more than 13.3% and 1.8% respectively between 2021 and 2041.

Table 5. Caldwell County Population by Age Group, 2021-2041				
Age Group	2021 Estimate	2041 Projection	Change 2021-41	% Change 2021-41
Under 5 Years	4,076	4,361	285	7.0
5 to 9 Years	4,157	4,682	525	12.6
10 to 14 Years	4,791	5,187	396	8.3
15 to 19 Years	5,224	5,373	149	2.9
20 to 24 Years	5,684	4,930	-754	-13.3
25 to 34 Years	10,362	10,178	-184	-1.8
35 to 44 Years	8,914	12,171	3,257	36.5
45 to 54 Years	11,773	12,112	339	2.9
55 to 59 Years	6,288	5,085	-1,183	-18.9
60 to 64 Years	5,942	5,388	-554	-9.3
65 to 74 Years	10,130	11,572	1,442	14.2
75 to 84 Years	5,465	8,398	2,933	53.7
85 Years and Over	1,726	3,181	1,455	84.3
Total	84,512	92,618	8,106	9.6

Source: NC Office of Management and Budget, 2022.

HOUSEHOLD INCOME

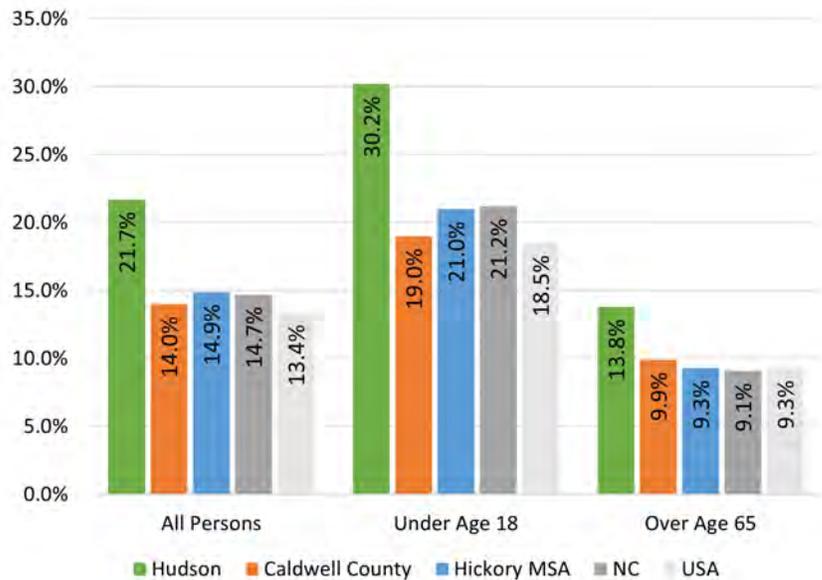
Hudson household income data from the 2016-2020 American Community Survey (ACS) is revealed in Table 6. Hudson has experienced a 2.8% decrease in median household income from \$45,296 in 2006-2010 to \$44,016 in 2016-2020. Hudson’s 2020 median household income is \$2,078 less than the Caldwell County median (\$46,094), \$5,690 less than the Hickory MSA median (\$49,706), and is \$12,626 less than the State median (\$56,642). About 34% of Hudson’s households in 2016-2020 earn less than \$25,000 a year while 20% of households earn between \$25,000 and \$50,000 per year. Another 29% of households had incomes between \$50,000 and \$100,000 per year. About 18 percent (17.6%) of Hudson’s households make more than \$100,000 per year.

Table 6. Hudson Income Statistics, 2016-2020 American Community Survey (ACS)		
Households	2016-2020 ACS	% of Households
Total Households	1,463	100.0
Households Earning Less than \$25,000	496	33.9
Households Earning between \$25,000 and \$50,000	286	19.6
Households Earning between \$50,000 and \$100,000	423	28.9
Households Earning more than \$100,000	258	17.6
Median Household Income	\$44,016	

Source: 2016-2020 (5-Year) American Community Survey, US Census Bureau.

According to the Census website, the Bureau “uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family’s total income is less than family’s threshold, then that family and every individual in it is considered in poverty.” Results from the 2016-2020 American Community Survey for Hudson show that 800 persons, or 21.7% of the population, were at or below the poverty level (Figure 2). The Town’s all persons poverty rate and under age 18 Poverty Rate much higher than the Caldwell County, Hickory MSA, the North Carolina or the United States poverty rate. The Hudson poverty rate for persons over age 65 was also much higher than the Caldwell County, Hickory MSA, North Carolina or United States over age 65 poverty rate.

Figure 2.
Poverty Rate Comparison, 2016-2020 ACS



Source: 2016-2020 (5-Year) American Community Survey, US Census Bureau.

EMPLOYMENT

Employment by industry of Hudson residents from the 2016-2020 ACS is shown in Table 7. About 23% of total employment in 2016-2020 was in the manufacturing industry. Another 20% of employed persons worked in the education and health care industry. About 14% of residents were in retail trade while another 9% of workers were in the professional services industry.

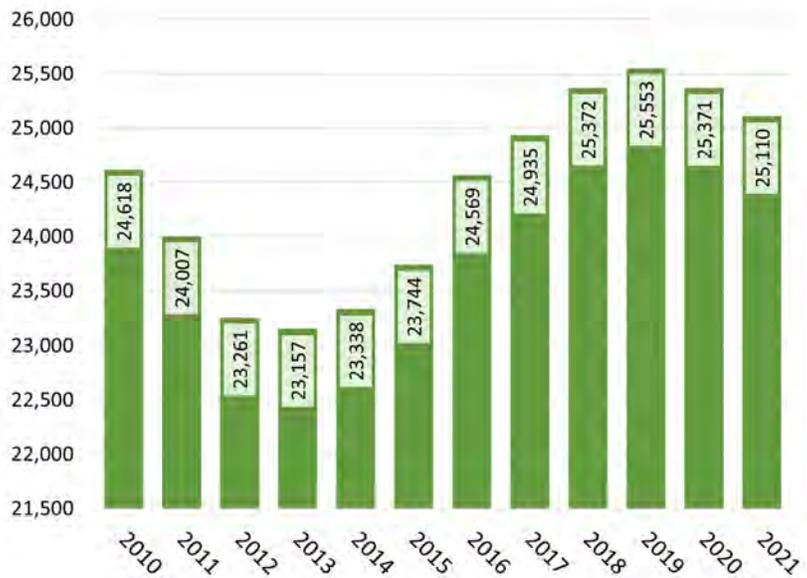
Table 7 - Hudson Employment by Industry, 2016-2020 ACS		
Industry	2016-2020 ACS	% of Employed Population
Employed Population	1,815	100.0
Agriculture	0	0.0
Construction	68	3.7
Manufacturing	420	23.1
Wholesale Trade	15	0.8
Retail Trade	252	13.9
Transportation/Warehousing/Utilities	24	1.3
Information	17	0.9
Finance/Insurance/ Real Estate	151	8.3
Professional Services	168	9.3
Education and Health Care	360	19.8
Arts/Entertainment/Recreation	131	7.2
Other Services	103	5.7
Public Administration	106	5.8

Source: 2016-2020 (5-Year) American Community Survey, US Census Bureau.

Between fourth quarter 2010 and fourth quarter 2013, Caldwell County employment lost about 1,400 jobs from 24,618 to 23,157 (Figure 3). The economic recovery led to a 2,396-employment increase in Caldwell County between fourth quarter 2013 (23,157) and fourth quarter 2019 (25,553). Between fourth quarter 2019 and fourth quarter 2021, Caldwell County employment decreased by 443 positions to 25,110, more than likely due to the Covid-19 pandemic.

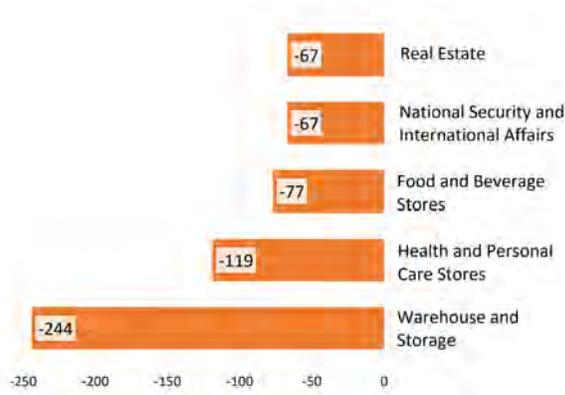
Since fourth quarter 2010, the biggest employment losses in Caldwell County have occurred in warehousing and storage (244), health and personal care stores (119) and food and beverage stores (77) (Figure 4). The largest employment gains occurred in plastics and rubber products manufacturing (713), specialty trade contractors (217) and gasoline stations (63) (Figure 5).

Figure 3.
Caldwell County Employment, Fourth Quarter 2010-2021



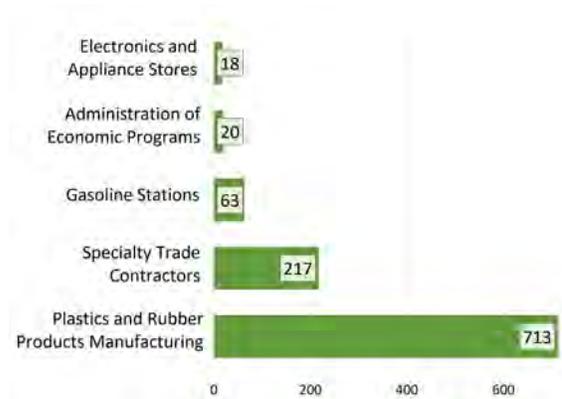
Source: NC Labor and Economic Analysis Division, 2022.

Figure 4.
Caldwell Co. Employment Losses by Industry Sector, 4th Qtr. 2010-2021



Source: NC Labor and Economic Analysis Division, 2022.

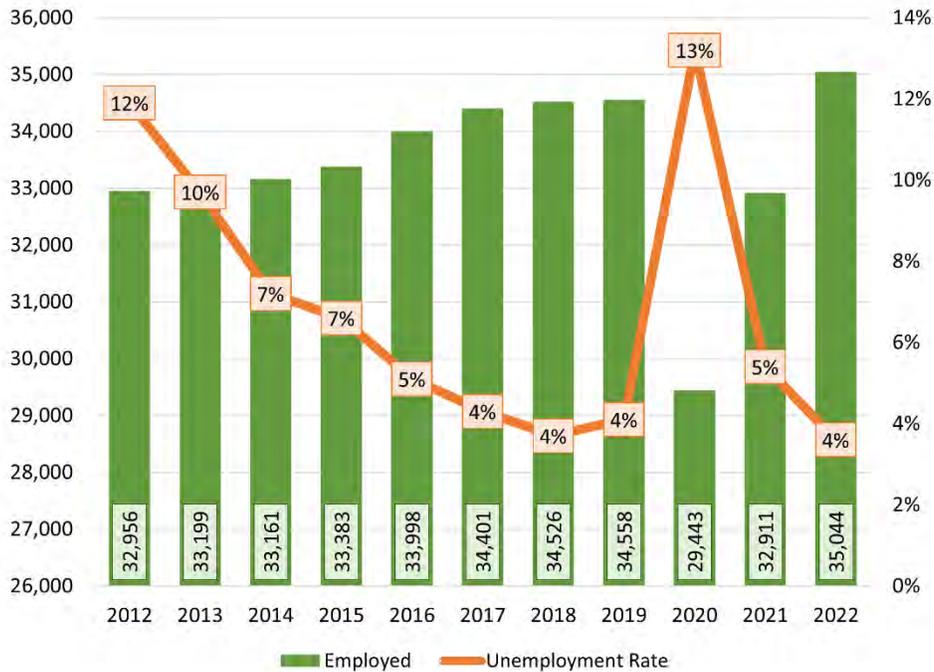
Figure 5.
Caldwell Co. Employment Gains by Industry Sector, 4th Qtr. 2010-2021



Source: NC Labor and Economic Analysis Division, 2022.

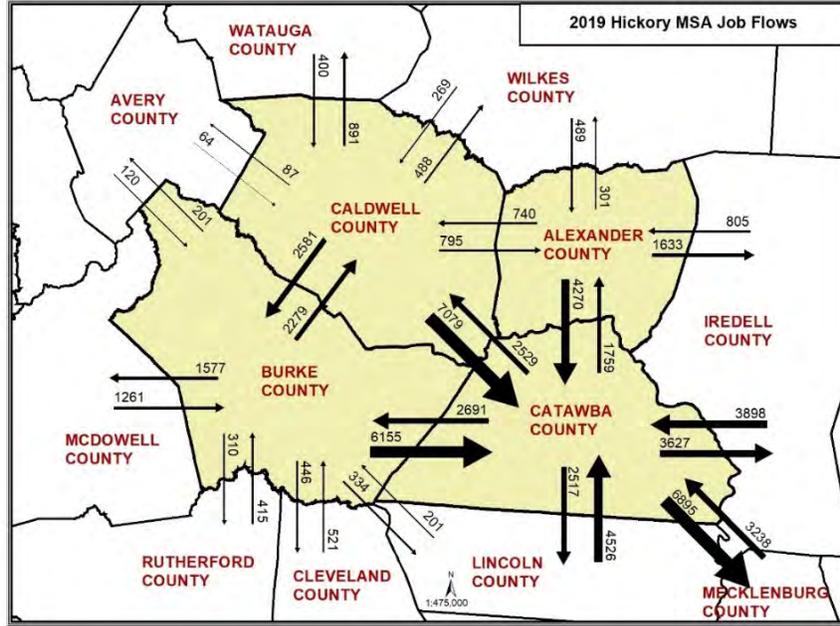
One of Caldwell County’s success stories over the past decade is the dramatic drop in its unemployment rate (excluding the 2020 COVID-19 pandemic.) The County’s unemployment rate fell from 11.9% in May 2012 to 3.6% in May 2022 (Figure 6). The number of employed Caldwell County residents grew from 32,956 in May 2012 to 35,044 in May 2022. Part of the increase in the number of employed persons is due to Caldwell County residents commuting to Catawba County. In fact, over 7,000 Caldwell County residents commute to Catawba County for employment (Figure 7).

Figure 6 - Caldwell County Employed Residents and Unemployment Rate, May 2012 to May 2022



Source: NC Labor and Economic Analysis Division, 2022.

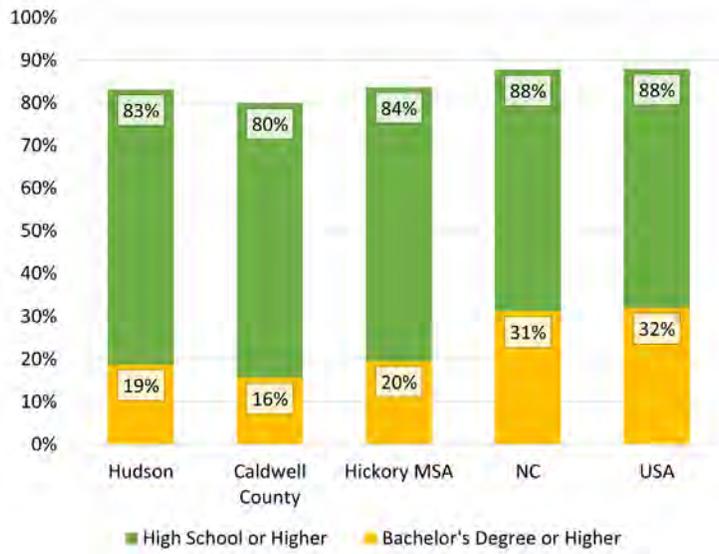
Figure 7



EDUCATIONAL ATTAINMENT

Educational attainment levels of the population age 25 and over for Hudson, Caldwell County, the Hickory MSA, North Carolina and the United States are shown in Figure 8. Data from the 2016-2020 ACS indicates that 83.7% of Hudson’s population age 25 and older has an educational attainment level of “high school (or equivalent) or higher” with 19.0% having a “Bachelor’s Degree or higher.” Hudson has a higher (over age 25) high school or higher educational attainment rate than Caldwell County and the Hickory MSA, but a lower high school or higher educational attainment rate (over age 25) than North Carolina or the United States. Hudson has a higher (over age 25) Bachelor’s Degree or higher educational attainment rate than Caldwell County and the Hickory MSA, but a lower Bachelor’s Degree or higher educational attainment rate (over age 25) than North Carolina or the United States

Figure 8.
Educational Attainment, 2016-2020 ACS



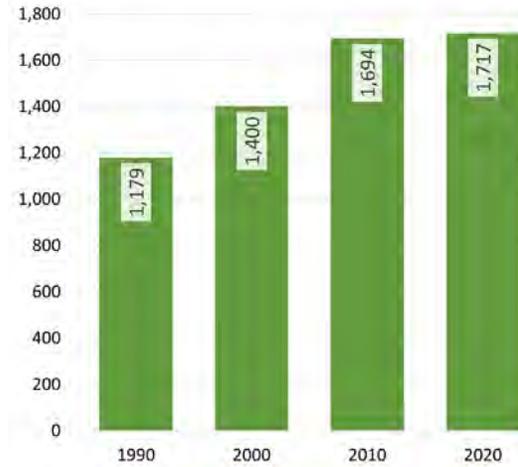
Source: 2016-2020 (5-Year) American Community Survey, US Census Bureau.

HOUSING

The number of housing units in Hudson increased from 1,179 in 1990 to 1,717 in 2020 (Figure 9). Most of the housing growth occurred between 1990 and 2010. From 1990 to 2010, 515 housing units were added in Hudson. Hudson’s percentage housing growth between 2000 and 2010 (21%) was higher than Caldwell County, the Hickory MSA, and the United States (Table 8). Results from the 2020 Census showed that Hudson gained 23 housing units between 2010 and 2020. This count may have been low due to a poor response rate during the Covid-19 epidemic. Hudson housing growth rate (1.4%) between 2010 and 2020 was higher than Caldwell County and the Hickory MSA, but was lower than North Carolina and the United States.

Figure 9.

Hudson Housing Units, 1990-2020



Source: 1 Source: 1990-2020 Census, US Census Bureau.

Table 8. Housing Units, 2000-2020							
Location	2000	2010	Change 2000-2010	% Inc.	2020	Change 2010-2020	% Inc.
Hudson	1,400	1,694	294	21.0	1,717	23	1.4
Caldwell County	33,430	37,659	4,229	12.7	36,931	-728	-1.9
Hickory MSA	144,874	162,613	17,739	12.2	163,160	547	0.3
NC	3,523,944	4,327,528	803,584	22.8	4,708,710	381,182	8.8
US	115,904,641	131,704,730	15,800,089	13.6	140,498,736	8,794,006	6.7

Source: 2000-2020 Census, US Census Bureau.

Data in Table 9 reveals that the percentage of renter-occupied units in Hudson has decreased between the 1990 Census and the 2016-2020 ACS. The percentage of renter-occupied housing in Hudson fell from 32.7% of occupied units in 1990 to 28.7% in 2016-2020. This is due to increase in single-family construction particularly between 2000 and 2010. As of 2016-2020, Hudson had a higher percentage of renter-occupied housing than Caldwell County and the Hickory MSA, but a lower percentage than North Carolina or the United States.

Table 9. Percent Renter-Occupied Units, 1990 Census to 2016-2020 American Community Survey (ACS)				
Location	1990 Census	2000 Census	2010 Census	2016- 2020 ACS
Hudson	32.7	31.5	29.7	28.7
Caldwell County	25.2	25.1	26.1	26.7
Hickory MSA	25.3	25.7	26.6	26.6
NC	28.6	27.2	33.3	34.3
US	35.8	33.8	34.9	35.6

Source: 1990-2010 Census and 2016-2020 (5-Year) ACS, US Census Bureau.

Table 10 shows an increase in the median value of owner-occupied housing units in Hudson between the 2000 Census and the 2006-2010 ACS (35.6%). Median housing value grew another 27.1% to \$150,200 between the 2006-2010 ACS and the 2016-2020 ACS. Median home values gained 17.1% and 27.8% in Caldwell County and the Hickory MSA respectively from 2006-2010 to 2016-2020. The 2016-2020 ACS Hudson median housing value was higher than Caldwell County median but was lower than the Hickory MSA, North Carolina and United States median value.

Table 10. Median Value of Owner-Occupied Units, 2000 to 2016-2020					
Location	2000	2006-2010 ACS	% Change	2016-2020 ACS	% Change
Hudson	\$87,200	\$118,200	35.6	\$150,200	27.1
Caldwell County	\$86,700	\$106,900	23.3	\$125,200	17.1
Hickory MSA	\$93,500	\$118,600	26.8	\$151,600	27.8
NC	\$108,300	\$149,100	37.7	\$202,200	35.6
US	\$119,600	\$188,400	57.5	\$251,700	33.6

Source: 2000 Census, 2006-2010 and 2016-2020 (5-Year) American Community Survey, US Census Bureau.

TRANSPORTATION

During the development of this plan, the Steering Committee and the Citizens of Hudson expressed their desire for the Town to maintain its small-town atmosphere – while also planning for a future transportation network that is efficient, offers a range of route options, promotes a mixture of land uses, and furthers the Town’s economic development goals. To achieve these ends, this plan examines the needs all of transportation system users (drivers, pedestrians, wheelchair users, and bicyclists).

TRANSPORTATION & DESIGN POLICIES

Transportation policies help guide which improvements are made to existing roadways and also set standards for new projects. Policies are in place that require streets to be planned, designed, operated, and maintained to enable safe and convenient travel for all users – regardless of their mode of transportation or ability.

TABLE 2-1: STATE AND REGIONAL TRANSPORTATION POLICIES	
Policy	Policy Description
Complete Streets Policy	This 2019 policy requires NCDOT planners and designers consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects in North Carolina. Examples of multimodal facilities include sidewalks, multi-use paths and bike lanes
Greenway Accommodations	In 2015, NCDOT approved guidelines for the accommodation of future greenways under bridges. The guidelines include a decision-making approach and cost-sharing recommendations.
Bicycle Policy	This policy details guidelines for the planning, design, construction, maintenance and operation of bicycle facilities and accommodations.
Pedestrian Policy Guidelines	These policies allow NCDOT to work with local governments to add sidewalks in coordination with highway improvement projects. State funds are available on a sliding scale to match funds provided by the local government, which will be responsible for maintaining the sidewalk.
Administrative Action to Include Greenway Plans	In 1994, the NCDOT adopted administrative guidelines to consider greenways and greenway crossings during the highway planning process. This policy was incorporated so that critical corridors, which have been adopted by localities for future greenways, will not be severed by highway construction.
Bridge Policy	NCDOT’s Bridge Policy establishes design elements for new and reconstructed bridges on the state road system. It includes requirements for sidewalks and bicycle facilities on bridges, including minimum handrail heights and sidewalk widths.

TRANSPORTATION PLANNING & COMPLETE STREETS

NCDOT’s Complete Streets Policy requires that NCDOT planners and designers consider and incorporate “multimodal facilities” into the design and improvement of all appropriate transportation projects. Examples of multimodal facilities include roads with sidewalks, multi-use paths, bike lanes and wheelchair accommodations.

Importantly, when a state-maintained road is identified for improvements through the project prioritization process – and a locally adopted plan contains specific recommendations for complete street facilities on that road, NCDOT will fully fund the cost of designing, acquiring right of way, and constructing those facilities (not including elements identified as betterments). *However, the local government is required to enter in to a long-term maintenance agreement for all complete street improvements.*

COMPLETE STREET COST SHARE			
Facility type	In plan	Not in plan, but need identified	Betterment
Pedestrian Facility	NCDOT Pays Full	Cost Share	Local
On Road Bicycle Facility	NCDOT Pays Full	NCDOT Pays Full	Local
Separated Bicycle Facility	NCDOT Pays Full	Cost Share	Local
Greenway Crossing	NCDOT Pays Full	Cost Share	Local
Transit Facility	NCDOT Pays Full	Cost Share	Local

If an improvement is identified during the project prioritization process, but is not included in a local plan, a cost sharing arrangement can be implemented. The amount of cost share is based on the local government’s population.

COST SHARE FORMULA		
Jurisdiction population*	Cost participation	
	NCDOT	Local
> 100,000	80%	20%
50,000 to 100,000	85%	15%
10,000 to 50,000	90%	10%
<10,000	95%	5%

*For counties, the non-municipal county population, OSBM

It is very important for the Town of Hudson to identify projects with complete street improvements early in the planning process. The Town should work closely with the Greater Hickory Metropolitan Planning Organization (GHMPO) throughout all phases of the project prioritization process to ensure that any desired complete street improvements are included in projects.

IMPROVING AREA ROADS

Jointly adopted in 2018, the 2045 Metropolitan Transportation Plan (MTP) and the Comprehensive Transportation Plan (CTP) recommended several transportation improvement projects in Hudson. Both the MTP and CTP are developed by the GHMPO, in close consultation with locally elected and appointed officials, Town of Hudson staff and NCDOT staff. The MTP is a document that identifies transportation projects in the region within a 25+ year time frame. It is “fiscally constrained”, which means that the costs for projects identified in the MTP must balance with forecasted state revenues. The CTP looks much farther into the future (30+ years), and identifies projects in a more

general way based on projected long-term growth trends and anticipated land use changes. Unlike the MTP, there are no cost constraints in the CTP – it is more of a long-term wish list.

MTP RECOMMENDED PROJECTS:

US 321 Intersections (NCDOT Projects U-4700CA and U-4700CB)

- Construction of two reduced-conflict intersections (U.S. 321 at Pine Mountain Road; U.S. 321 at Mount Herman Road). These intersection improvements are underway, and are currently designated as being “For [Current] Delivery” in NCDOT’s 2020-2029 State Transportation Improvement Program (STIP). The intersections are being constructed to accommodate the future widening of US 321 into a six-lane divided road.

Example of a reduced conflict intersection:



US 321

- Future widening of US 321 into a six-lane, divided road with reduced-conflict intersections at signalized intersections extending through the Town of Hudson. This improvement project is currently identified in NCDOT’s 2020-2029 State Transportation Improvement Program (STIP) as a project “For [Future] Development”.

CTP RECOMMENDED PROJECTS:

Cedar Valley Road Realignment

- Realignment of Cedar Valley Road (roughly from the intersection at 321 to the area in front of Hudson Middle School).

Pleasant Hill Road Realignment

- Realignment of Pleasant Hill Road (roughly from Town limits to Main Street).

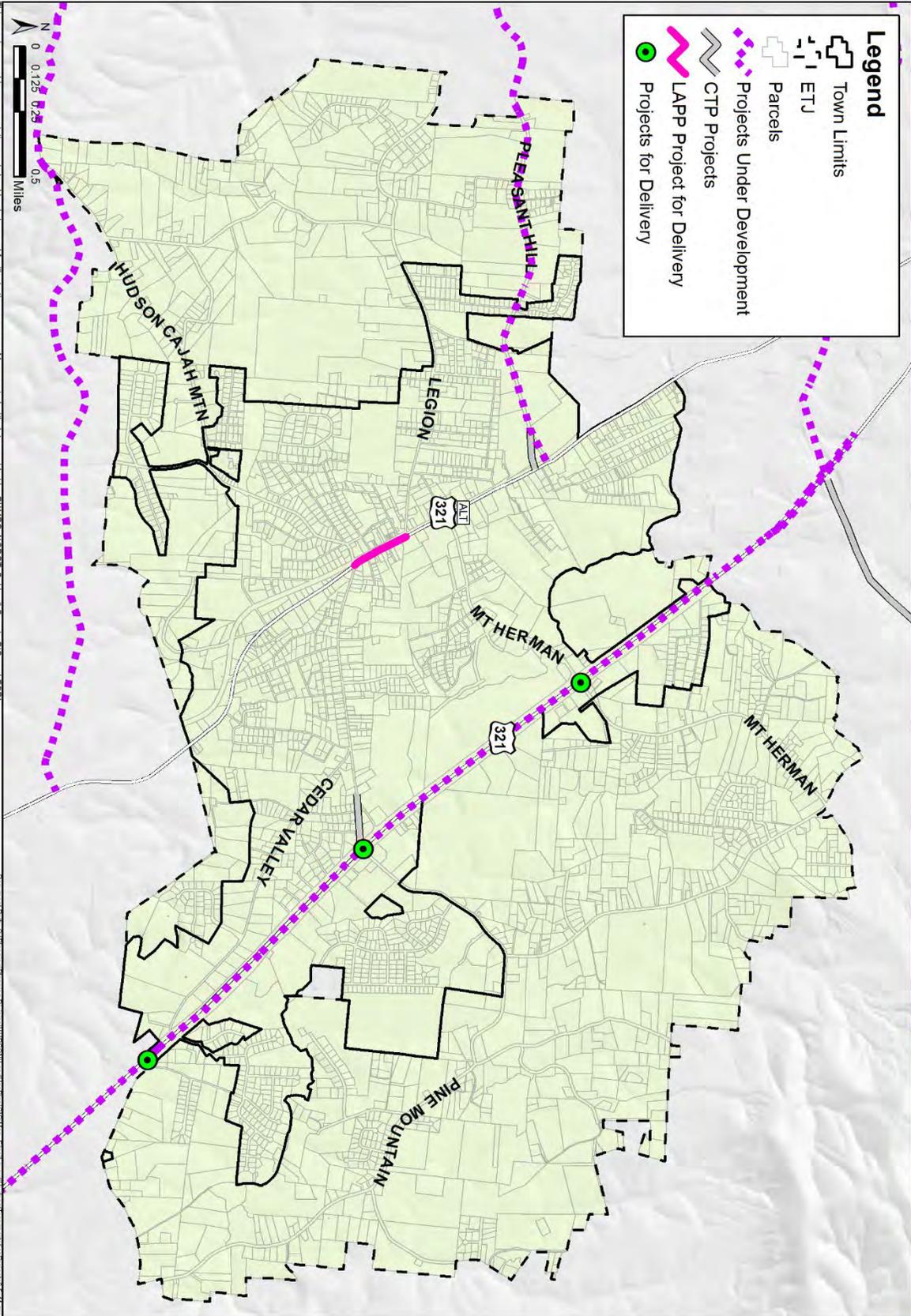
LOCALLY ADMINISTERED PROJECTS PROGRAM (LAPP): MAIN STREET (U.S. 321A):

- Pedestrian crossing improvements from Cedar Valley Road to Legion Road.



Legend

- Town Limits
- ETJ
- Parcels
- Projects Under Development
- CTP Projects
- LAPP Project for Delivery
- Projects for Delivery



This map is a graphic representation and should only be used for illustrative purposes. Map created with data provided by GHMPO, NCDOT, Caldwell County GIS, and ESRI.

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MTP AND CTP PROJECT DISCUSSION

The MTP and CTP projects listed above were originally conceptualized when NCDOT’s revenue stream was relatively stable. However, NCDOT has experienced major funding challenges over the last several years: the COVID-19 pandemic has impacted gasoline tax revenues, land acquisition costs have dramatically increased, and the costs of construction materials have risen. NCDOT has been forced to re-evaluate the cost effectiveness and viability of many projects across the state. The combination of reduced revenues and increased project costs will impact the types of projects NCDOT will be able to fund over the next several years.

The Town of Hudson should work closely with the GHMPO to identify future projects that will address the Town’s transportation needs and also align with NCDOT’s ability to provide funding. For example, smaller – but impactful – projects that improve safety, accessibility, efficiency and connectivity should be identified. These projects could include turn lanes, multi-use paths for pedestrians and bicyclists, and intersection improvements. In addition, identifying improvements to shorter road segments that will address multiple needs are more likely to be considered by NCDOT. The projects that provide the most “bang for the buck” are the ones that will have a better chance to secure funding from NCDOT going forward.

PEDESTRIAN IMPROVEMENTS ALONG THE US 321 CORRIDOR

Hudson has a well-developed sidewalk network, and has recently completed a Bicycle and Pedestrian Plan that identifies opportunities for a range of improvements. The Town should continue to follow the recommendations in that plan, while also being certain to take advantage of opportunities as they arise.

Once such opportunity is the future widening of US 321 corridor to six lanes. Hudson should work with NCDOT to include sidewalks and/or multiuse paths in the design and construction of the 321 widening. Doing so will improve connectivity between retail locations, Caldwell Community College, nearby residential areas and workplaces. NCDOT would require the Town to enter in to a long-term maintenance agreement prior to the construction of these improvements.

The recently completed Caldwell County Comprehensive Plan and the Granite Falls Comprehensive Plan each made similar recommendations, as does the 2045 MTP. Over the long-term, sidewalks and/or multi-use paths extending along 321 could connect Lenoir, Hudson, Sawmills, and Granite Falls to the City of Hickory’s River Walk, which will be extended to the MDI facility at the intersection of US 321 and Alex Lee Boulevard in Caldwell County.

Conceptual Street Cross Section: Future U.S. 321 with Sidewalks/Multi-Use Paths



LAND USE PATTERNS, DENSITY & TRANSPORTATION PLANNING

Land use patterns make significant impacts on how people travel within a community. The integration of transportation and comprehensive planning can lead to the creation of more transportation choices for people to use while getting around. When popular destinations are placed closer to one another, there are more ways that people can access them – including drivers, pedestrians, wheel chair users, and cyclists.

For example, an office will likely generate trips that begin in residential areas and end at the office. The type of trips that occur are the result of the office's location relative to the residential area. If the office is a long distance from residential areas, then employees will likely use their vehicles to get to work. If the office is nearby, employees may decide to walk or ride their bicycles to work – provided that sidewalk, shared use paths or bicycle lanes are in place. This is just one example of how decision makers in Hudson can think about land use – and how it relates to transportation planning.

While the locations of different land uses relative to one another is a significant factor in planning for accessibility, so is development density. Dense residential neighborhoods or areas with a high concentration of office, institutional or manufacturing uses require careful consideration of vehicular access needs as well as the needs of pedestrians and/or bicyclists. Where feasible, Hudson should encourage mixed land usage as a way to reduce vehicle trips and lower the costs of transportation projects. Hudson should also encourage growth where there are existing job concentrations or in clusters along existing regional transportation corridors, like US 321 and US 321A.

ROAD DESIGN, LANDSCAPING & TRANSPORTATION PLANNING

The design and function of roads can have a significant impact on the identity and character of corridors (like US 321), neighborhoods, and even entire cities or towns. While multilane roads like US 321 may efficiently move large volumes of vehicular traffic, they can also lead to speeding or create areas that are less visually appealing. Studies have shown that incorporating landscape and streetscape elements (trees, shrubbery, etc.) along roads can help reduce vehicle speeds. These elements can also create a sense of civic pride and provide a pleasant experience for visitors. In short, a carefully planned transportation network can play a major role in making a positive contribution to any community's overall quality of life.

SAFETY & TRANSPORTATION PLANNING

Safety is the most important aspect of transportation planning. It is important to examine how the safety of the Town's transportation network may be affected by growth and new development – and it is equally important to evaluate if shorter term improvements need to be made in order to improve safety.

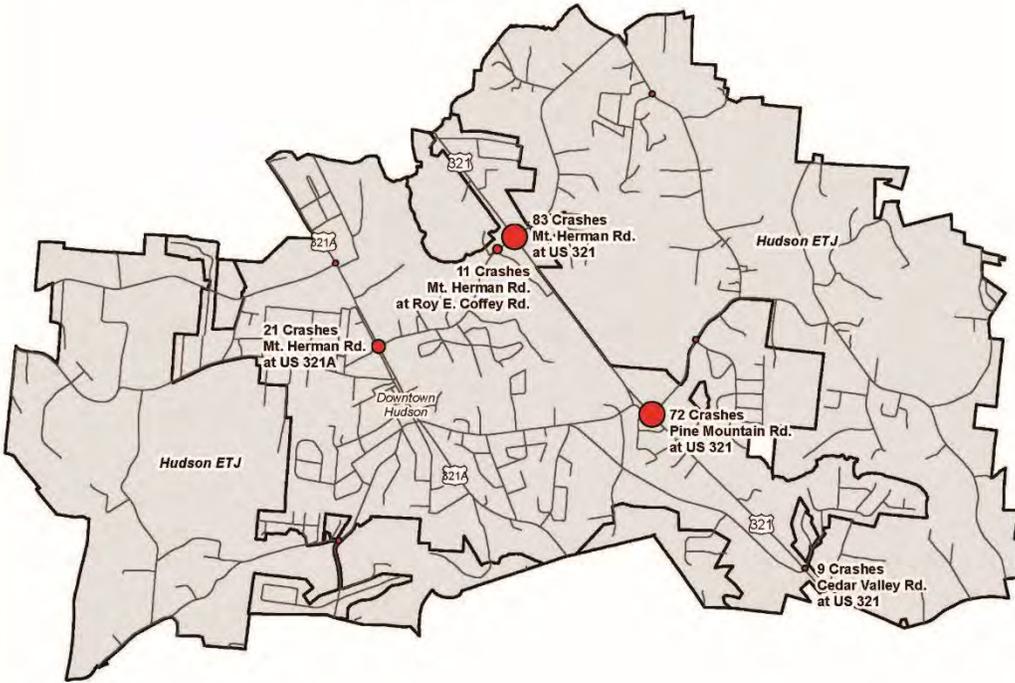
Safety improvement projects (referred to as “modernization projects” by NCDOT) can include the construction of new turn lanes, the straightening of curves, the installation of rumble strips, and other improvements.

Map: Town of Hudson Vehicle Crashes, shows vehicle crashes Hudson from 2015 to 2019, and Map: Town of Hudson Pedestrian and Bicycle Crashes, shows pedestrian and bicycle crashes in Hudson for the same period. The Town should consult these maps when considering intersection improvements and other transportation improvement projects. These maps can also be used to evaluate requests for new developments and/or land use changes.

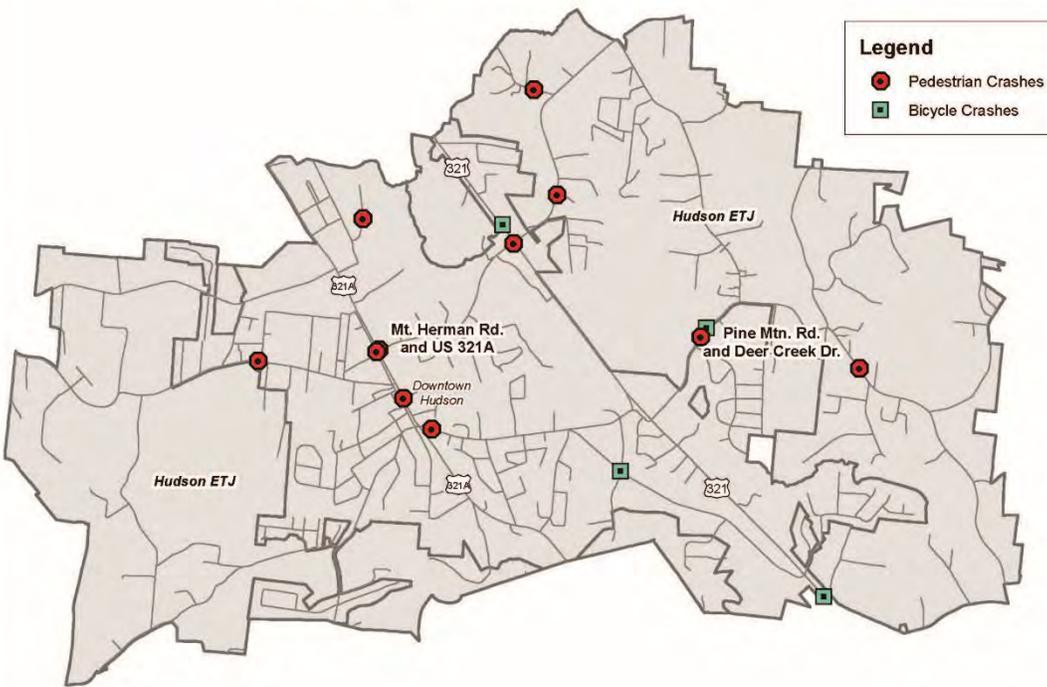


Rendering of busy road corridor with landscaping, trees, sidewalk and multi-use path

Town of Hudson Vehicle Crashes: 2015-2019



Pedestrian and Bicycle Crashes: 2015 - 2019



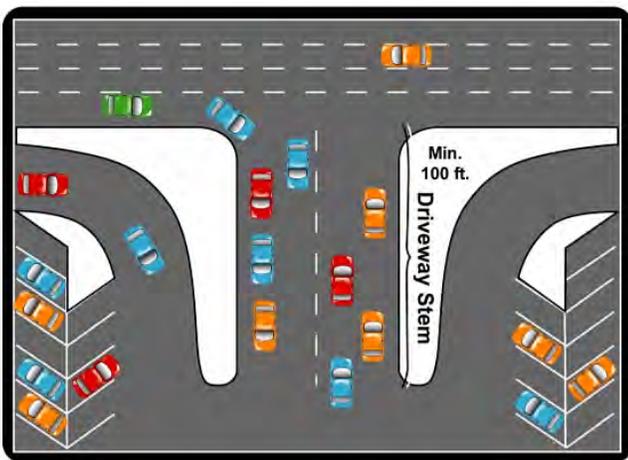
SOCIAL EQUITY, COMMUNITY HEALTH & TRANSPORTATION PLANNING

Socioeconomic health is impacted by where we live, learn, work and play. Hudson’s transportation system makes up a large part of the town’s physical environment, and is therefore a major social and economic determinant of the community’s overall health:

- Social equity: the construction of safe and equitable transportation infrastructure (for vehicles, pedestrians, wheel chair users and bicyclists) helps create economic and social opportunities for users, regardless of income, age or ability.
- Physical activity/obesity: the increased availability of safe and equitable transportation infrastructure and the resulting connectivity improvements to popular destinations can encourage residents to become more active.
- Air pollution and associated respiratory and heart diseases: the increased availability of additional transportation options can help reduce traffic congestion and vehicle trips – and reduce air pollution.

The Hudson Loop program is an excellent example of a successful program designed to address community health. As the Town evaluates future transportation improvement projects, it should consider how The Loop concept can be expanded and connected into a wider system. In addition, the Town will need to continue to address gaps in its pedestrian network, to ensure that each neighborhood has a safe way to access the benefits provided by that network.

ACCESS MANAGEMENT, SITE DESIGN & TRANSPORTATION PLANNING



Drivers need safe and efficient ways to access roads from adjacent land uses. The way in which this access is provided can have a significant impact on traffic flow, crashes, and bicycle/pedestrian safety. For example, determining the number and spacing of driveway cuts at a new shopping plaza which is located along a main road is a type of access management.

If a shopping plaza has only one entry/exit point leading to a main road, drivers on the main road will only have to focus on the vehicles which are using that one entry/exit point. Conversely, if a shopping plaza has multiple entry/exit points, drivers on the main road and pedestrians using sidewalks will have to focus on all of the vehicles using each of those entry/exit points, potentially increasing the number of crashes. In this example, using one access point would likely reduce the potential for crashes, while also improving traffic flow on the main road. An example like this could be applied to new developments along the US 321 and 321A corridors.

The type of access management needed will vary significantly based on land uses and road types. Comprehensive plans need to consider how vehicular access requirements will be influenced by individual land use activities.

Effective access management methods include:

- Limiting driveway cuts.
- The placement of medians to prevent unsafe turning.
- Constructing safe vehicle turn lanes.
- Allowing vehicles to move between adjacent developments via parking lots or access roads, rather than getting back on the main road to do so.

The Town should continue to work with developers and NCDOT to ensure that effective access management methods are used – particularly along the US 321 and 321A corridors.

The location and design of building sites (next to roads) can also significantly impact traffic flow. When buildings are located closer to roads, drivers tend to slow down – because the closer proximity to the buildings makes drivers more aware of their surroundings. Drivers feel more “friction” because buildings are closer. Conversely, buildings placed farther back from the road, behind parking lots, often make drivers feel that they can exceed speed limits. The Town of Hudson should encourage developers to locate buildings closer to main corridors (like US 321 and US 321A), while also placing parking lots behind buildings. This could also have the added benefit of creating a green space between roads and buildings, which can be used to build safer sidewalks or multi-use paths – as well as landscaping.

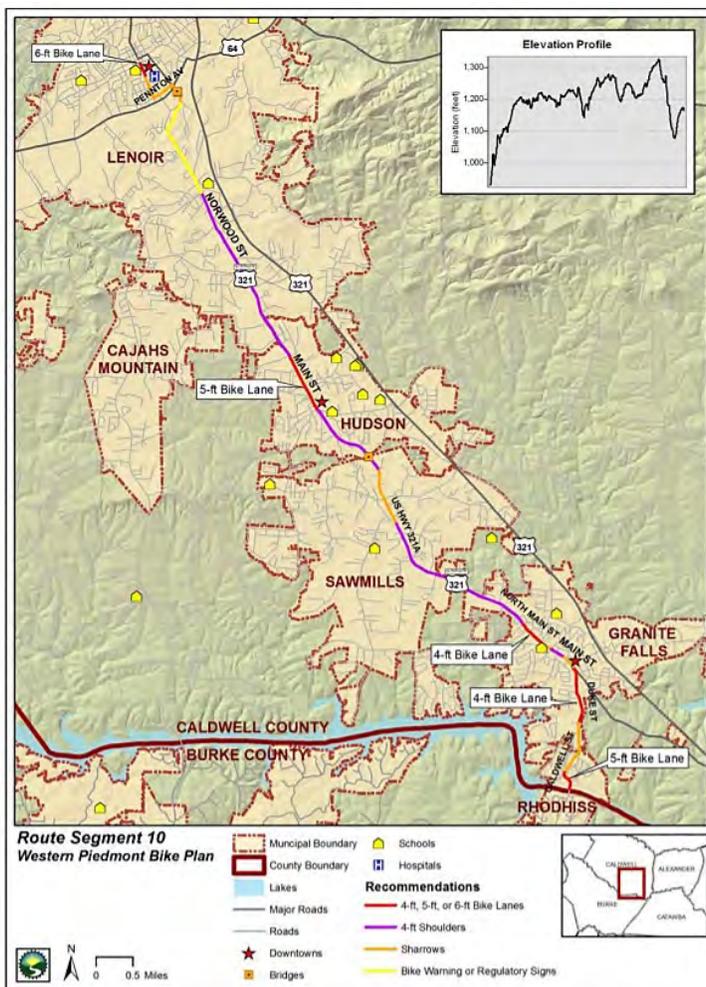
OTHER TRANSPORTATION PLANS

The Western Piedmont Bicycle Plan, adopted in 2016, identifies high, medium, and low priority bicycle routes throughout the four county region. The plan identifies one high priority route segment in Hudson:

Route Segment 10 connects Hudson to Lenoir via Main Street/US 321A and to Burke County through Sawmills, Granite Falls, and Rhodhiss (displayed in Map; Route Segment 10):

TRANSIT SERVICE AND TRANSPORTATION PLANNING

Public transportation is a lifeline for many citizens in the Western Piedmont region. Transit services connect people to jobs, schools, grocery stores, medical care, recreational areas, and family.



The Western Piedmont Regional Transit Authority (WPRTA) serves the GHMPO planning area (operating as “Greenway Public Transportation”). Greenway Public Transportation provides Demand Response Van Service for communities in Caldwell County. This van service must be scheduled 72 hours in advance.

The creation of an on demand “Micro transit” service is recommended for Hudson. Micro transit service is a small scale service that offers on demand transportation to key destinations, including hospitals, schools, offices, parks and grocery/retail stores. Hickory, Conover, and Newton have Fixed Bus Routes, whereas Taylorsville and Morganton have Flex Bus Routes.

Hickory, Conover, and Newton have Fixed Bus Routes, whereas Taylorsville, Morganton, Drexel, Valdese and Rutherford College all have Flex Bus Routes.

COMMITTEE DISCUSSIONS

During the preparation of this plan, Steering Committee members emphasized the importance of pedestrian and vehicular safety, particularly along US 321 at the intersections of Mt. Herman Road and Pine Mountain Road. Committee members also discussed the need for improved sidewalk connections on US 321 to the CCC&TI campus – as well as the need for a safe pedestrian crossing for CCC&TI students to use when walking to and from retail establishments on the east side of US 321. Other discussions focused on the future widening of US 321 to 6 lanes, and the opportunities that the Town has to use NCDOT’s Complete Streets Policy to include sidewalks/multi-use paths in that project. The Committee discussed the upcoming pedestrian improvement project on Main Street, and also discussed how to better align future projects with NCDOT’s available funding.

TRANSPORTATION RECOMMENDATIONS

1. Work closely with the GHMPO to plan projects that will address the needs of the Town while also remaining cost competitive.
2. Work with NCDOT to link community destinations (retail locations, CCC&TI, residential areas, and businesses) by incorporating complete street elements into the US 321 widening project (multi-use paths; trees and shrubbery).
3. Encourage new developments along US 321 to locate buildings closer to the roadway and put parking lots in the rear of buildings.
4. Proceed with the Locally Administered Projects Program (LAPP) project on Main Street & evaluate potential new LAPP projects.
5. Work with adjacent municipalities and Caldwell County to develop a Corridor Growth Plan for US 321.
6. Work with GHMPO and Greenway Transportation to develop a Flex Bus Route Service linking Hudson to Hickory and Lenoir.
7. Work with GHMPO and Greenway Transportation to develop an on demand micro transit service.

RESOURCES & SERVICES

PUBLIC SERVICES

Water and sewer for the Town of Hudson are both supplied by Lenoir. The City of Lenoir also maintains the water system for the Town of Hudson. Lake Rhodhiss provides the water supply for Lenoir. The City of Lenoir owns and operates its own water system and treats water drawn from Lake Rhodhiss at its water treatment facility on Waterworks Road.

It would be beneficial for the Town of Hudson to develop a water and sewer annexation policy with the City of Lenoir. This would allow Hudson to receive sewer and water connections. These connections create more independence and long term sustainability due to a foreseeable population growth. An example of this is to require water and sewer taps for new developments or encouraging taps from existing development. This can be done through incentives and strong marketing techniques.

With the projected residential growth expanding there will be a need to prioritize existing infrastructure to meet a higher demand. This would be made possible by working with the City of Lenoir to identify older infrastructure that may be in need of maintenance and repair. It will be important to take into account the current capacity of utility infrastructure that will be servicing Hudson for future development.

The Future Land Use Map can be used as a tool to determine areas that will experience high development density and therefore will have increased demand for utilities. In order to fulfill high expense utility and infrastructure goals the Town of Hudson should monitor potential federal, state, local and nonprofit grants. The Town of Hudson offers leaf, debris, and special pick-up services to their residents through the Public Works department. The Town of Hudson Public Works department also assists in the facilitation of community and town sponsored events such as parades, car shows, and festivals.

EDUCATION

The Caldwell County School System includes six high schools: three traditional high schools, an alternative school, and two innovative high schools located on the campus of Caldwell Community College and Technical Institute (CCC&TI). Students are enrolled in 12 elementary schools, four middle schools serving grades 6-8, and four K-8 schools. The Hudson Elementary School has an enrollment of 751 students and Hudson Middle School's current enrollment is 669. Hudson Elementary and Hudson Middle School are both located within Town Limits. Caldwell County Early College High School has 393 students enrolled and the Caldwell Career Center Middle College has 65 students enrolled. Private schooling is also available in Hudson for grades K-12 at Heritage Christian School. The School has an enrollment of 180 students.

There are several institutions of higher education in the area that provide excellent opportunities for advanced learning: Caldwell Community College and Technical Institute, Catawba Valley Community College, Western Piedmont Community College, Appalachian State University, and Lenoir-Rhyne University. Higher education is

provided by Caldwell Community College located here in Hudson and has an enrollment of 4,000 students. Additionally, Appalachian State University has its Teaching Center located on the campus of Caldwell Community College in Hudson.

PUBLIC SAFETY AND EMERGENCY SERVICES

The Hudson Fire And Rescue Squad Incorporated, located in Hudson, NC, provides fire protection and emergency response services to the Hudson community. The Fire Department's mission is to prevent the loss of life and property. In addition to responding to fires, the Hudson Fire And Rescue Squad Incorporated also responds to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.

Hudson police department began in the early 1960's by a group of volunteers who patrol in their own cars with the intention of providing police protection to the citizens of the Town of Hudson. Ken Huss was the first Police Chief and led the volunteer force until the Town decided to hire a full time officer. In November 1966, Dewy Haynes was hired as the first full time officer. Since that time the Police Department has grown as the Town and need for police services grew. Currently, the Department consists of 12 full time officers, 1 civilian employee and 2 non-paid reserve officers. Three of our officers are School Resource Officers and one of the School Resource Officers is also our DARE Officer.

Caldwell County provides several public services, including Caldwell County Building Inspections and the Environmental Health Department. These entities ensure that the appropriate standards are followed in new and existing residential, commercial and industrial developments.

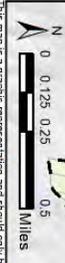
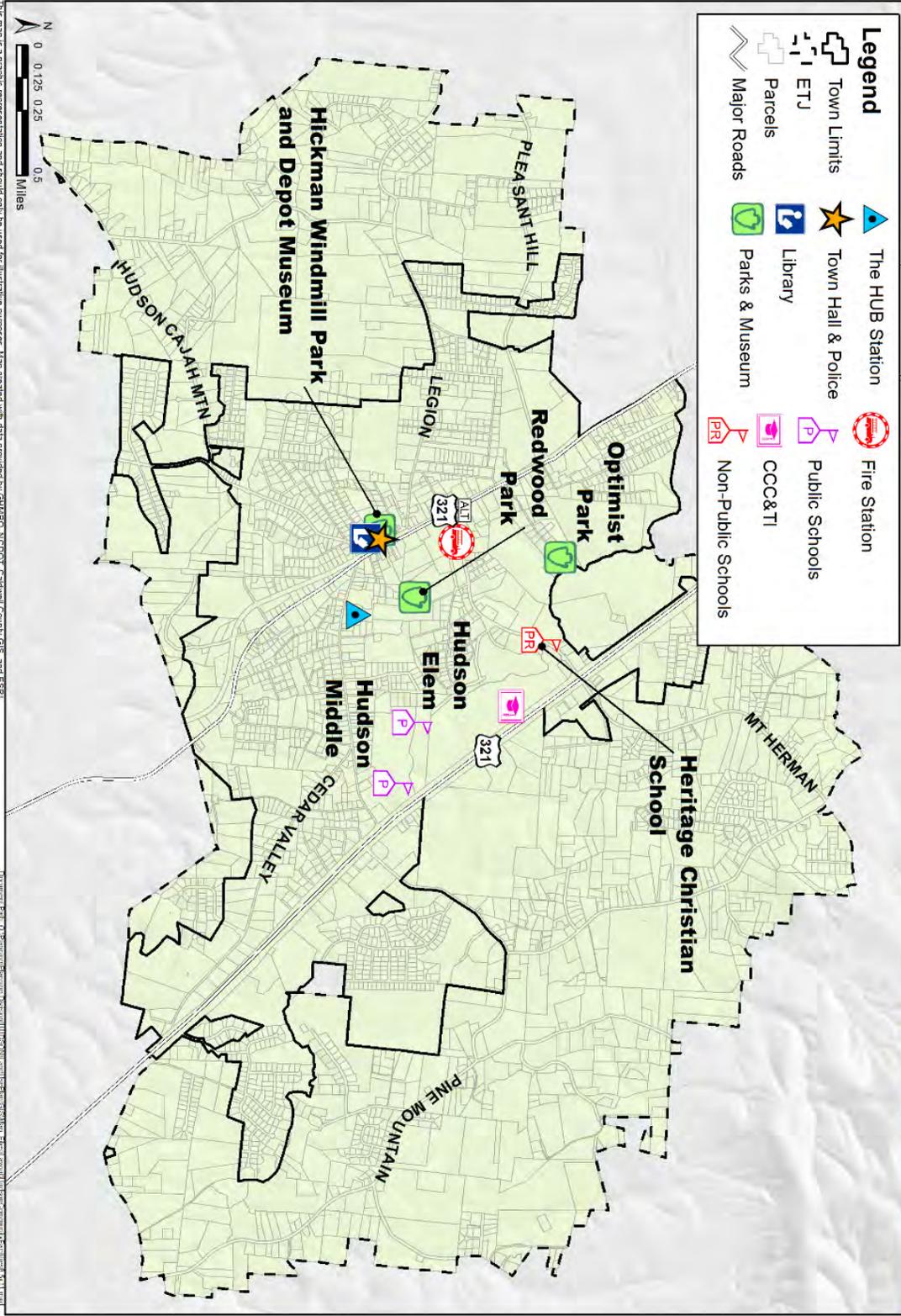


Western Piedmont
 Council of Governments
Creating Regional Solutions Since 1966

HUDSON Comprehensive Plan

COMMUNITY FACILITIES

- Legend**
- The HUB Station
 - Fire Station
 - Town Limits
 - Public Schools
 - Town Hall & Police
 - Non-Public Schools
 - Library
 - COCC&TI
 - Parks & Museum
 - Non-Public Schools
 - ETJ
 - Major Roads
 - Parcels
 - Non-Public Schools



This map is a graphic representation and should only be used for illustrative purposes. Map created with data provided by SHILPO, NCDOT, Caldwell County GIS, and ESRI.

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RESOURCES & SERVICES RECOMMENDATIONS

1. Work with the City of Lenoir to prioritize aging infrastructure in need of maintenance or repair.
 - a. Refer to areas in the Future Land Use Map that will experience upzoning or higher development density to estimate for new future utility demand.
 - b. Inventory current capacity of utility infrastructure servicing Hudson for future development.
 - c. Monitor for potential grants from federal, state, and local and nonprofit organizations for infrastructure improvements.
2. Develop a water and sewer annexation policy with the City of Lenoir.
 - d. Requiring annexation into Hudson to receiver water and sewer connections.
 - e. Create more connections to become self-sustaining though requiring water and sewer taps for new development and encouraging taps from existing development through incentives and marketing.

PARKS & RECREATION

The Town of Hudson is one of a few municipalities in Caldwell County that operates its own Parks and Recreation Department. The goal of the Town of Hudson Parks and Recreation Department is to provide a variety of quality leisure activities in a clean, safe environment for citizens of all ages. To fulfill this mission, the Parks and Recreation Department currently offers a wide variety of active and passive recreation opportunities for the residents of Hudson and the surrounding area.

With projected residential development expanding throughout the Town's jurisdiction, it is reasonable to expect increasing demand for recreation activities and facilities. It is important to envision parks and recreation provision as a service to residents as well as a tool to promote economic development and tourism. The purpose of this section is to establish priorities for recreation development in the Town of Hudson over the next ten years. Hudson can use new developments as a space to encourage parklets. Parklets allow additional green space and public seating areas for residents and community members. The creation of these spaces will increase the number of public outdoor spaces found throughout the town. The increase of new and existing residences places a higher significance on building connected communities. Building a healthy and connected community can be done by evaluating the current pedestrian and bicycle facilities to take into account new growth. One of the steps to encourage a pedestrian and bicycle friendly town is to identify gaps in sidewalk infrastructure. The town can also recognize areas that may discourage cyclists due to unsafe conditions. This can then help to determine what types of bicycle infrastructure could improve cyclist safety and encourage more use of the area. The town can continue to pursue grants in order to assist in the funding of green spaces, sidewalk infrastructure, and bike paths.

The Town recently completed a Parks and Recreation Comprehensive Master Plan. This plan serves as a guide for the future development of recreation facilities for the Town of Hudson Parks and Recreation Department. This section incorporates recommendations to accomplish the objectives set forth in the Master Plan. The town's adoption of a park and recreation plan will potentially help with securing funding for future development of recreation facilities when applying to various grants (PARTF, CWMTF, ECT.) and pursuing other funding sources.

RECREATION MASTER PLAN

The Town's recent purchase of Optimist Park and the impending expiration of Redwood Park's existing Recreation Plan have spurred the need to reevaluate Recreation Priorities. The Town recognizes the need to plan for the maintenance and improvement of these facilities and to seek the public's insight regarding future recreational opportunities. In 2017, the Town hired the Western Piedmont Council of Governments (WPCOG) to develop a comprehensive town-wide park and recreation plan. This plan should serve as a road map for the next 10 years, informing policy and budgetary decisions as they relate to recreation. WPCOG staff has worked closely with town staff, the Hudson Recreation Advisory Board (appointed), and the Hudson Parks and Recreation Committee (elected officials) on the development of the plan. The Recreation Plan can be found in Appendix B of this Plan.

The Town of Hudson recently completed a Parks and Recreation Master Plan that includes detailed recommendations and opportunities for additional investment and development of the Town's Parks and Recreation offerings. The Parks and Recreation Master Plan includes short term, intermediate, and long term recommendations for implementation.

The Town should consult this master plan in concordance with this comprehensive plan for a more detailed review of these items. The items include more detailed recommendations regarding improving park accessibility, partnering with area stakeholders and developers, promoting walkability and connectivity between points of interest, and proposing policies that could improve the capacity of the Town to expand its stock of park and recreation space through land donations and contiguous property acquisition.

CULTURAL AMENITIES

The HUB Station Campus is the center of cultural events for Hudson. The campus includes both an arts and business center, each offering a variety of programs to the audiences they serve. The arts center stage is home to Hudson Dinner Theater, a community theater that continues to offer productions of musicals and dramas, providing theater entertainment to our local community and beyond. Musical concerts, inside festivals, and expos are also held in the auditorium. When available outside of special events, the auditorium can be rented as a wedding venue, for community events, and for special family celebrations.

The Arts Center is also home to Jan Karon's Mitford Museum. Ms. Karon is a #1 New York Times best-selling author who wrote a series of novels based on small town life and the time she spent in Hudson. The museum occupies several rooms in the center including a bookstore and gift shop. Retail shops, an art gallery, artist studios, and classrooms for art and music are located on the second floor of the arts center. Summer concerts and other special events are held on the front lawn and continued inside in colder weather.

The Business Center is home to CCC & TI's small business center and director. The Town of Hudson works with the small business director and college to host classes and events that support existing businesses and entrepreneurs who have an opportunity to locate in the EDGE, a business incubator for new businesses who are preparing to launch their business idea.

To assist the Town with certain public events, a volunteer organization was organized in 1968. That volunteer group grew to become the Hudson Community Development Association (HCDA), a local non-profit organization dedicated solely to Hudson. HCDA assists the town with annual events such as the NC Butterfly Festival, held the first Saturday in May. This one-day event showcases a wide range of craft and food vendors and brings over 10,000 patrons to Central Street in Hudson. HCDA also assists with other annual events, such as the March of the Cross, Easter Egg Hunt, Memorial Day Service, Hudson's Man & Woman of the Year Banquet, and the annual Tree Lighting service.

The local Hudson Rotary Club sponsors a summer concert series in Windmill Park. Each Friday night concert features a different musical act, along with a food truck and local wine vendor. These free concerts routinely attract 150-175 guests. In 2021, Hudson Rotary also started the Windmill Wine Festival, featuring a variety of local wineries and musical acts.

Hudson also has its own local history museum. Housed in Hudson's former train depot, the Depot Museum offers a glimpse of Hudson's past with either guided or self-guided tours. A popular feature of the museum is the retired train caboose located next to the Depot.

It is recommended that the Town of Hudson establish the HUB Station fields as a detached independent park from the HUB Station campus. Alternatively, Hudson can connect the HUB Station fields to the Recreation Center in order to qualify for PARTF funding and other park grant funding sources.



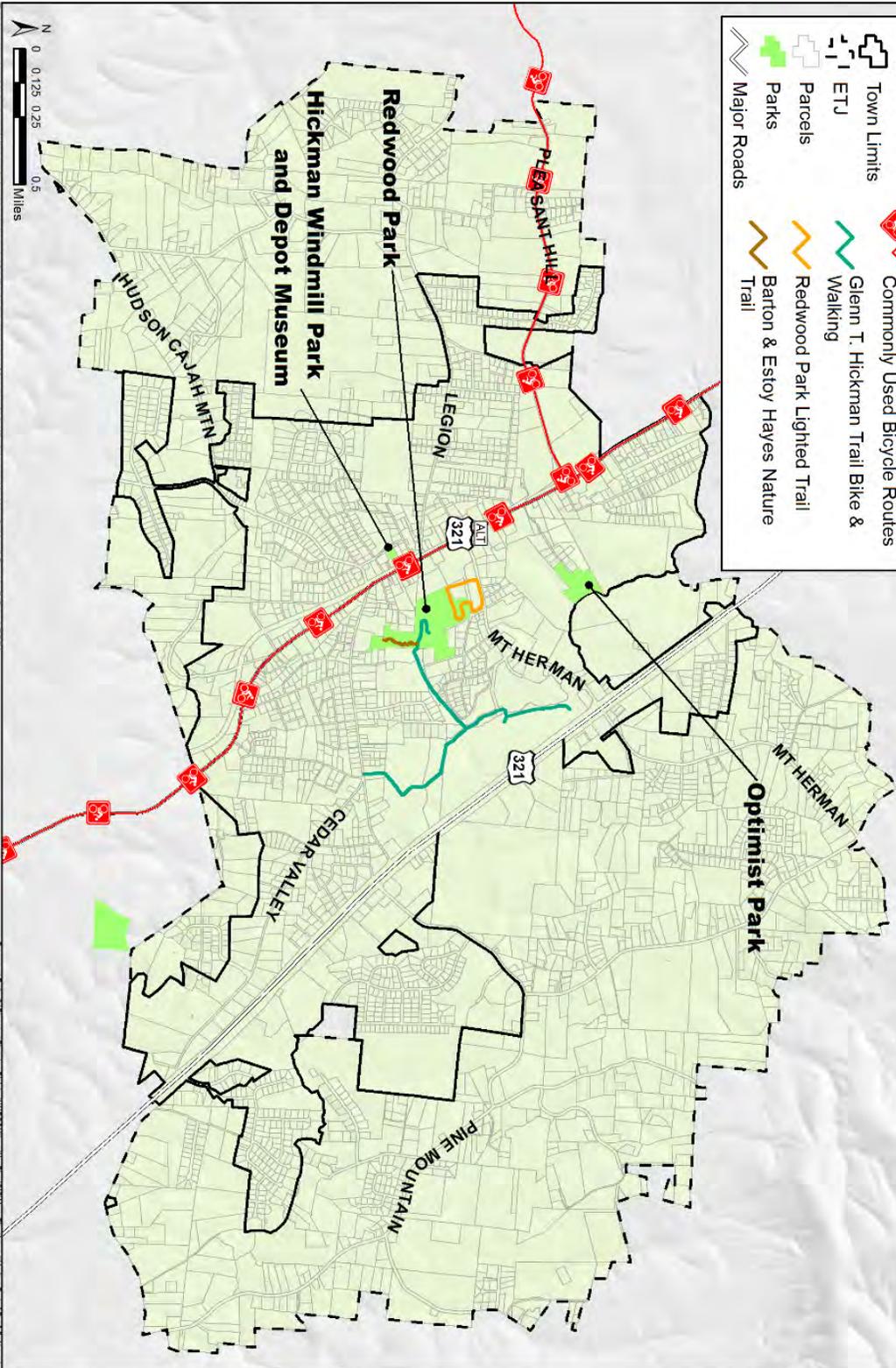
Western Piedmont
Council of Governments
Union - Swain - Graham - Jones - Wayne

HUDSON Comprehensive Plan

PARKS & RECREATION

Legend

- Western Piedmont Bike Plan
- Commonly Used Bicycle Routes
- Glenn T. Hickman Trail Bike & Walking
- Redwood Park Lighted Trail
- Barton & Estoy Hayes Nature Trail
- Town Limits
- ETJ
- Parcels
- Parks
- Major Roads



This map is a graphic representation and should only be used for illustrative purposes. Map created with data provided by Caldwell County GIS and ESRI.

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PARKS & RECREATIONS RECOMMENDATIONS

1. Maintain and enhance existing recreational facilities in the Town.
 - a. Continue to follow the recommendations established in the Recreation Master Plan (Appendix B).
 - b. Continue to pursue grant opportunities for recreational funding.
 - c. Establish the HUB Station fields as an individual park separate from the HUB or connect them to the Recreation Center so that they may be eligible for PARTF and other park grant funding.
 - i. Lighting and parking are of particular concern for the safety of seniors and for the capability for the HUB to host larger and evening events.
2. Encourage parklets within new developments to provide outdoor public spaces throughout the town.
3. Evaluate the Town's current pedestrian and bicycle facilities.
 - a. Identify gaps in sidewalk infrastructure and areas that need improvement.
 - b. Identify areas that are dangerous for bicyclist and determine what types of bicycle infrastructure could improve cyclist safety.
4. Develop a long-range site plan for the HUB Station.

NATURAL & CULTURAL RESOURCES

CALDWELL NATURAL RESOURCES

Natural topographic features and environmental characteristics strongly influence human settlement patterns. For example, flat terrain may lead to the development of agricultural, residential, or industrial land uses, while low lying areas subject to flooding might be developed into recreational fields or be used for agricultural purposes. This chapter will evaluate the Town's existing natural characteristics and its built environment. Information from this chapter should be used to help guide future land use decisions. For example, development within floodplain areas should be restricted or not allowed because flooding can have disastrous impacts, both in terms of private property damage and the use of tax dollars for clean-up and debris removal.

Specifically, this chapter will examine the environmental factors related to land use planning including watershed and floodplain development, conservation easements, land donations, natural heritage areas, wildlife habitat, and water quality.

WATERSHEDS

A watershed is an area of land that drains into a body of water such as a river, lake, or stream. It is separated from other watersheds by high points on the land such as hills or ridges. A water supply watershed is an area where water drains to a point and is collected and held then used as a public drinking water source.

Watershed regulations, which were established by State of North Carolina, protect the County's drinking water supply by limiting the amount of impervious surface that can be developed within a watershed – which in turn reduces the amount of stormwater runoff that enters streams or lakes. Impervious surfaces prohibit water from reaching and percolating into the ground and also facilitate the flow of pollutants such as oil and road salt into nearby bodies of water. Examples of impervious surfaces include paved roads and parking lots, rooftops, sidewalks, and even gravel parking lots.

The entirety of Caldwell County, and therefore Hudson, is in the drainage area for the Catawba River watershed. The County's streams and creeks drain into the Catawba River, which then drains into Lake Rhodhiss and into the Catawba River Basin. The entirety of the planning jurisdiction of Hudson is subject to the WS-IV (Water Supply Watershed) Catawba River Protected Area (See Figure 6-1: Water Resources). The lake is a major source of drinking water for hundreds of thousands of people throughout the region. More stringent development regulations are imposed in the WS-IV Protected Area and the WS-IV Critical Area. The regulations are a requirement of the North Carolina Division of Environmental Quality, and are based on a template ordinance provided by the State and administered by Caldwell County. The density, or amount, of proposed development is governed by these watershed regulations. Developers may apply for the right to develop more property if they install engineered controls to mitigate stormwater runoff. These laws are designed to protect drinking water from the polluted stormwater runoff that flows into streams, lakes, and rivers from impervious surfaces. In general, development will be more restricted on lands that are closer to drinking water sources.

FLOODPLAIN

Floodplain regulations are another example of locally-enforced, state-mandated laws. Both the County and the State have an interest in discouraging development in the floodplain for public safety reasons. In Hudson, floodplain areas can be found primarily along Gunpowder Creek and its tributaries (See Figure 6-1: Water Resources). Within Granite Fall's planning jurisdiction, there are two types of designated flood zones with distinct sets of rules: the Floodway and the Flood Hazard-AE Zone.

The Town participates in FEMA's Flood Damage Prevention and Insurance Program as outlined in the Flood Damage Prevention Ordinance. Floodplain management is generally defined as a comprehensive program of preventive and corrective measures to reduce losses associated with flooding. Floodplain management measures may include, but are not limited to, land use regulations (including new development and construction policy), construction of flood control projects, flood-proofing, floodplain preservation, acquisition of flood-prone properties, education, and implementation of early warning systems.

The floodway is the channel of a river, or any waterway, and the adjacent land that must be reserved in order to pass the base flood discharge without increasing the identified base flood elevation (BFE). To avoid the risk of sediment, construction, or plant debris being swept downstream, the floodway is classified as a "non-encroachment area" (NEA), meaning that no land-disturbing activity should occur there without the completion of a detailed hydrologic study which proves that the activity will not affect downstream water levels. As a general rule, no structures, other than public bridges, are allowed in the Floodway.

The Flood Hazard-AE Zone denotes areas that have a one percent probability of flooding in any given year. New structures are allowed within the AE Zone if a floodplain permit is obtained. A floodplain permit requires all new construction to meet certain standards. The basement and/or foundation (the lowest floor level) must be elevated to or above the BFE. Many property owners choose to build outside of the floodplain to avoid carrying the necessary flood insurance.

STORMWATER

PHASE II STORMWATER PROGRAMS

EPA's Stormwater Phase II Ordinance is intended to improve water quality by reducing the number of pollutants that are picked up by stormwater, carried into municipal separate storm sewer systems (MS4s), and ultimately discharged into local rivers streams without being treated.

These pollutants can include oil and grease from roadways, pesticides from lawns, sediment from construction sites, and carelessly discarded trash, such as cigarette butts, paper wrappers, and plastic bottles. These pollutants can impair the waterways when deposited through MS4 discharges and discourage recreational use of the resource, contaminate drinking water supplies, and interfere with the habitat for fish, other aquatic organisms, and wildlife.

The term "Phase II" applies to MS4s that are small, or under 100,000 in population. EPA's Stormwater Phase I dealt with those MS4s over 100,000.

The following are the Six Minimum Measures of a Stormwater Phase II Ordinance as outlined by EPA:

- (1) Public Education and Outreach**
Distributing educational materials and performing outreach to inform citizens about the impacts polluted storm water runoff discharges can have on water quality.
- (2) Public participation/Involvement**
Providing opportunities for citizens to participate in program development and implementation, including effectively publicizing public hearings and/or encouraging citizen representatives on a storm water management panel.
- (3) Illicit Discharge Detection and Elimination**
Developing and implementing a plan to detect and eliminate illicit discharges to the storm sewer system (includes developing a system map and informing the community about hazards associated with illegal discharges and improper disposal of waste).
- (4) Construction Site Runoff Control**
Developing, implementing, and enforcing an erosion and sediment control program for construction activities that disturb one or more acres of land (controls could include silt fences and temporary storm water detention ponds).
- (5) Post-Construction Runoff Control**
Developing, implementing, and enforcing a program to address discharges of post-construction storm water runoff from new development and redevelopment areas. Applicable controls could include preventive actions such as protecting sensitive areas (e.g., wetlands) or the use of structural BMPs such as grassed swales or porous pavement.
- (6) Pollution Prevention/Good Housekeeping**
Developing and implementing a program with the goal of preventing or reducing pollutant runoff from municipal operations. The program must include municipal staff training on pollution prevention measures and techniques (e.g., regular street sweeping, reduction in the use of pesticides or street salt, or frequent catch-basin cleaning).

LAND DONATIONS FOR NATURAL RESOURCE & ENVIRONMENTAL PLANNING

The North Carolina Parks and Recreation Trust Fund (PARTF) provides grants to local governments for the acquisition of land to be used for public recreational use. Additionally, PARTF grants can be used to protect natural and scenic resources or to renovate older park facilities.

Because landowners occasionally approach local governments with proposals to sell their land, Hudson should be aware of the PARTF program and how it can be used to help the Town achieve its natural resource, recreation, and environmental planning goals. PARTF provides dollar-for-dollar matching grants up to \$500,000. Importantly, the appraised value of land to be donated to an applicant can be used as part of the Town's matching fund requirement. Property acquired with PARTF funding must be dedicated forever for public recreational use.

Similarly, the NC Land and Water Fund (NCLWF) provides grants to local governments for projects that specifically address water pollution problems. NCLWF may fund projects to acquire land that "represents the ecological diversity of North Carolina". Hudson should also be aware of the NCLWF program and how it can be used to help the Town achieve its natural resource and environmental planning goals.

CULTURAL & HISTORIC RESOURCES

The National Register of Historic Places is the official list of the Nation's preservation-worthy historic places. The Register includes significant properties, which are further divided into buildings, sites, districts, structures, or objects. The National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

The North Carolina State Historic Preservation Officers (SHPO) carry out many historic preservation responsibilities including surveying, evaluating and nominating properties for inclusion in the National Register.

If a property meets the criteria to be on the National Register, the National Park Service designates the property as "Determined Eligible" for listing. However, a property so designated will not yet be formally listed in the Register. Properties that are eligible for the National Register, but not listed, do not qualify for federal rehabilitation tax incentives, federal tax incentives for preservation easements on historic buildings and sites, or National Park Service grants.

In North Carolina, the placement of a property or district on a "Study List" constitutes the first step toward nomination to the National Register. The Study List identifies properties and districts that are likely to be eligible for the National Register, giving the green light to sponsors and staff to proceed with a formal nomination with reasonable assurance that the property can be successfully nominated.

According to the State Historic Preservation Office, there are forty-one (41) sites in Hudson that are either listed in the National Register, Determined Eligible or are on the Study List. The map *Historic Sites* illustrates where those places are located, and Table 6-1 below indicates their description and status.

DOWNTOWN HISTORIC STATUS

When the Town participated in the Small Town Main Street Program, the Town of Hudson attempted to curate and establish a Historic District within the downtown area. The Town has been evaluated by the North Carolina State Historic Preservation Office (NCSHPO) in the past and been advised that there are too many “non-contributing” buildings within the district to qualify for Historic District status. The Town has encouraged building renovations of a historic character through the Façade Improvement Incentive Program that has been in place since 2009. Through this program, the Town reimburses building owners for historically appropriate façade improvements up to \$1,000 for most projects and beyond that for projects that can qualify as “high impact”, such as repainting an entire façade to a historically appropriate color. As a result of this effort and continued commitment from the Hudson Town Commissioners, the Town’s goal is to be well positioned for a future evaluation as an eligible historic district.

TABLE 6-1: HISTORIC SITES

For more detailed information regarding historic sites in Hudson visit www.ncdcr.org Division of Historic Resources.

STATUS	SITE NAME
National Register (NR)	Hudson Cotton Manufacturing Company
Determined Eligible (DOE)	G. Haywood Hartley House
Surveyed Only (SO)	Howard D. Knight House
Surveyed Only (SO)	Richard W. McCray House
Surveyed Only (SO)	Bridge #130033
Surveyed Only (SO)	St. Johns Lutheran Church
Surveyed Only (SO)	Lingle School
Surveyed Only (SO)	Hudson Middle School
Surveyed Only (SO)	S. Hall and L. Crump House
Surveyed Only (SO)	Dennis R. Bolick House
Surveyed Only (SO)	Keith Haas Enterprises
Surveyed Only (SO)	Stephen D. Barlowe House
Surveyed Only (SO)	Arnold W. Bryant House
Surveyed Only (SO)	Paula Bowman House
Surveyed Only (SO)	Karl P. Throneburg House
Surveyed Only (SO)	E.T. Hickman Building
Surveyed, Gone /Demolished (SD)	Krouch House
Surveyed Area (SA)	Hudson Central Business District
Surveyed Area (SA)	J.L. Nelson Mill Village Historic District

NATURAL & CULTURAL RESOURCES RECOMMENDATIONS

1. Protect the natural resources of the Town through regulation, incentives, and Planning.
 - a. Continue to enforce the Phase II NPDES Stormwater Ordinance and Water Supply Watershed Ordinance to ensure the protection of water quality and resources within the town.
2. Protect the historic fabric of the Town through preservation and by assigning importance to structures and/or districts of know historical value.
 - a. Maintain structures of value if they become determined eligible or are on the study list for the National Register of Historic Places.
 - b. Evaluate districts to be surveyed for historical significance so that property owners may apply for state and federal grants and other funding opportunities should they be determined eligible.

ECONOMIC DEVELOPMENT & TOURISM

ECONOMIC DEVELOPMENT

Economic Development is the process by which the local economy and the socio-economic well-being of the citizens are improved. Local governments can work with the private sector to create the kind of conditions that lead to economic growth. For example, local governments can recruit major employers to locate in suitable areas, work with existing businesses to encourage growth, or create opportunities for entrepreneurial development.

A primary goal of this Plan is to evaluate the Town's overall economic climate by examining local economic trends within Caldwell County and the surrounding area. Note that the other sections of this Plan also address additional key aspects that contribute to economic success (infrastructure, commercial/industrial building stock, land use, zoning, transportation, and environment). A full analysis of this Plan can help address the community's overall economic goal of strengthening and diversifying its industrial, manufacturing, commercial, and retail sectors.

From 2000 to 2010 Caldwell County and its municipalities were reacting to fundamental structural changes in the global and local economy. In the furniture industry, there was an eighty (80) to ninety (90) percent loss of employment, and the Great Recession nearly resulted in the sector's complete demise. However, there have been many improvements in the local economy since that time, and the forecast of Hudson's future economic development should not be based on events that occurred prior to 2010.

The Town of Hudson should continue to develop their partnership with Caldwell Community College and Technical Institute to advance programs that support new and existing local industries and businesses. This can be done by assessing industry hiring needs and corresponding those needs with programs offered at CCC&TI. The town may be able to assess hiring and technical needs of their businesses by looking at the common open positions found within their community. Furthermore, Hudson can link new and expanding businesses to training and small business resources offered by CCC&TI.

Hudson has an increased day time population due to individuals traveling into the town for school and work. It is recommended that input is gathered from those outside of Hudson who may live in proximity or do daily travel into the town for opportunities. This information would provide insight into how to expand accessibility of the HUB from the greater community and region. This could help to facilitate conversations on the perceived strengths and weaknesses towards accessibility.

Promotion and recruitment of business in Hudson is carried out primarily by the Caldwell County Chamber of Commerce and the Economic Development Commission of Caldwell County. There are approximately 150 businesses in Hudson providing such commodities as food, clothing, jewelry, footwear, furnishings, pharmaceuticals, video and home entertainment systems, hardware, automobiles, and automotive parts and supplies. They also include such

services as construction and building repair, automotive repair, medical, insurance, accounting, printing, floral design, cosmetology, and physical fitness. Industries include adhesive tape manufacturer, textile manufacturer, health care products manufacturer, chemical industry, packaging design and production, furniture manufacturer and more. The daytime population of Hudson nears 10,000 with people coming into Hudson to work or attend school. A cohesive and organized marketing plan can assist in the attraction of new development and visitors. The marketing plan can focus on proximity to major cities for day trips and access to a skilled workforce. The plethora of recreation opportunities not only near the town, but in the region can also assist in marketing techniques. The partnership between the Town of Hudson and Caldwell County EDC can provide support in attracting new business, residents, and visitors to the area.

Hudson is within the Metropolitan Statistical Area (MSA) that is the #1 furniture manufacturer in the U.S. Even during the recession, the MSA remained #1, but employment levels were significantly reduced. Since 2010, the furniture industry has recovered and is back to pre-recession hiring levels. Along with the recovering furniture industry, there has been a growth in industry diversity within the County. As a result, the County’s economy has changed more since the Great Recession than it has in its 178 year history. This change puts a greater emphasis on the need to focus on business retention and expansion of existing industries. This can be done through continued conversations with top employers and CCC&TI for industry needs. New industries established in Caldwell County since 2008 are listed in Table 7-1. New retail is not included in the table, but it stands to reason that when new industry is added, new retail follows.

TABLE 7-1: CALDWELL COUNTY NEW INDUSTRIES SINCE 2008

Lubrimetal	Carolina Prime Pet	Childforms
Randall Miller Trucking	JBS, USA	Exela Pharma Sciences
CCF Sofa	Blue Ridge Tissue	Google
CCON Metals	Bakers Waste Equipment	Sattler Corp
XPO Logistics	STAT Industrial Recycling	CentriLogic
80 Acres Urban Agriculture	Woodgrain Millwork	Spann Enterprises
Automated Solutions	Carolina Locust	Superior Furnishings Direct
Roblon	Summit Install	Harlee Packaging
Ryan-AI Door	Carolina Leg Supply	Hoffman Materials
Kendall Supply	Southern Wood Products	AikenControls
ICON Publishing	Camp Coffee Roasters	BioNutra, Inc.

Different portions of the County have different challenges related to economic development. Along the southern portion of U.S. Highway 321, including Hudson, is where most commercial development exists outside of Lenoir. There are a few large parcels in this area that remain open to development which are in close proximity to water and sewer services. This area is close to Interstate 40, and is within 1 hour of a major international airport.

ECONOMIC DEVELOPMENT RECOMMENDATIONS

1. Develop a marketing plan for the Town of Hudson to attract both new development and visitors to the town.
2. Gather input from those outside of Hudson on how to expand the visibility and awareness across all age groups of the HUB in the greater community and region.
 - a. Provide various forms of outreach through social media and printed materials.
3. Continue to develop the Town's partnership with CCC&TI to promote programs that support local industries and businesses.
4. Continue to promote Hudson in partnering with Caldwell County EDC to attract businesses, new residents, and visitors to the town.
5. Develop a merchants association to increase transparency and communication with local businesses and industries.
6. Develop a marketing strategy that targets Hudson's attractions and gets people involved and invested in the town.
7. Place priority on investing in town beautification.

LAND USE

LAND USE & GROWTH MANAGEMENT

The core component of the Hudson Comprehensive Plan is land use. Land use planning impacts every member of the Town and the Extraterritorial Jurisdiction (ETJ), and helps build the kind of community that residents desire to have. Good land use planning leads to orderly growth and the efficient provision of town services to residents, businesses, and visitors. Land use planning helps create neighborhoods where daily needs are located within walking distance. It also helps support or create closer knit neighborhoods and contributes to a sense of community by ensuring that residents have access to a range of activities and amenities that encourage interaction and physical activity (sidewalks, walking trails, and parks). Finally, land use planning helps create the conditions that will encourage economic growth without sacrificing the town's scenic beauty, farmland, or other natural assets.

The desire of Hudson is that growth and development are well planned, dictated by a community vision, and defined by a clean environment and the preservation of community character. Effective land use planning determines where certain land uses, such as residential, commercial, and industrial development are appropriate, and provides specific directives for land development design that ensures water quality, environmental health, and the preservation of community character.

The manner in which the land is currently being used, the availability of land suitable for future development or redevelopment, and Hudson land use regulations all coalesce to determine land uses per zoning designation. The Town's responsibility is to ensure that the land is developed in the most effective and appropriate way in order to promote the health, welfare and public interest of Town residents and stakeholders.

ZONING DISTRICTS

The Town of Hudson has planning jurisdiction consisting of approximately 5,658 acres. Zoning in Hudson is predominately zoned as a residential, accounting for approximately 87% of the town's planning jurisdiction. The remaining 13% of the Town's planning jurisdiction is zoned as an industrial, office, or commercial district.

As Table "Town of Hudson Zoning" shows, the Town's current zoning districts largely follow existing land use patterns, with commercial and industrial parcels concentrated along 321 and 321-A. Zoning densities follow a loose radial pattern, with higher densities permitted around the central business district (downtown), yielding to lower density single-family zoning on the periphery, with a handful of isolated industrial or commercial uses.

The Light Industrial and Heavy Industrial districts allow for industrial land uses of varying intensity. The Highway Business District (H-B), and Neighborhood Business (N-B) are the main commercial districts that provide suitable locations for those commercial activities which serve primarily the traveling public and local residents. Highway Business zones provide commercial space along U.S. 321 through the center of Town. There is very little Neighborhood Business, which is a district intended to provide for businesses and other uses which are properly located near residential areas and cater to the everyday needs. The Central Business district is concentrated on the

downtown and includes a mix of uses. The office and institutional (O-I) district is predominantly used for civic uses like parks, churches and Town offices. Office and industrial uses are generally concentrated long 321 and 321-A, with nodes on the north and south end of 321-A and another at the south end of 321.

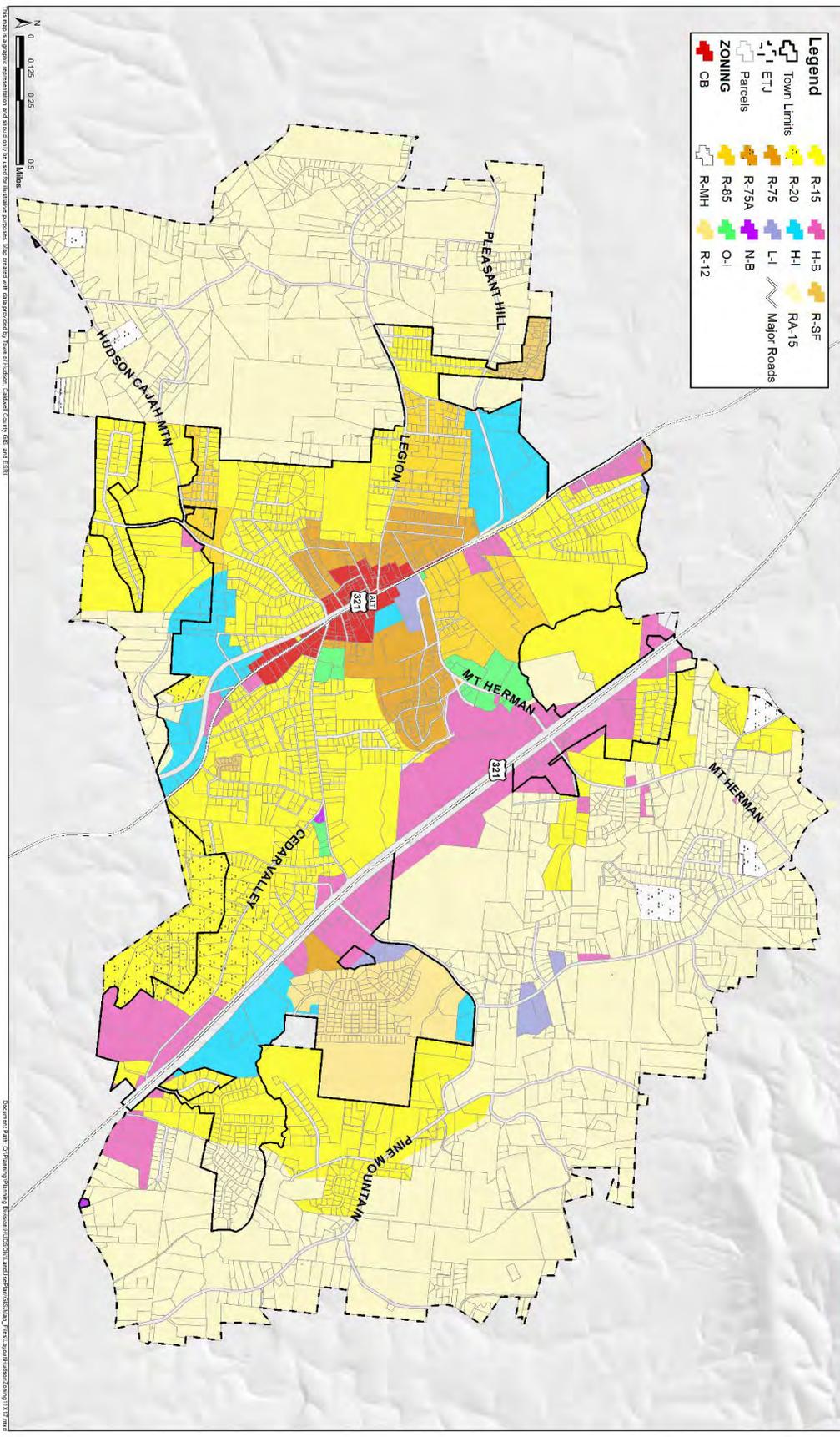
Hudson has nine classifications for its residential districts. The most common residential district is RA-15, which comprises almost half the land area of the Town. The RA-15 district is intended as a medium-density residential area suitable for uses not having access to town utilities, and as a conservation district for farmland and woodland. The district still allows fairly small (15,000 square feet) lot sizes, duplexes and multifamily with conditions. The RA-15 district dominates the northeastern and western sides of town.

The second most common residential zone is R-15. This district is similar to the RA-15 district but allows slightly smaller minimum lot sizes and is intended to create quiet, family-oriented neighborhoods. The R-12 district is a mixed-density district, intended to provide a range of housing sizes and types. The R-20 district is a low density district, intending to promote predominantly single-family neighborhoods. The R-75, R-75A and R-85 districts are all high-density districts designed to allow for mixed residential and community uses. These districts are clustered closely around the downtown.

The two remaining district, R-SF and R-MH, make up only about 1% of land in town. The R-SF district is intended to promote cluster subdivisions of single family homes, while the R-MH district permits manufactured home parks.

TABLE 8-1: HUDSON PLANNING JURISDICTION ZONING

HUDSON ZONING	TOTAL AREA (ACRES)	% TOTAL AREA
Residential Agriculture (RA-15)	2,765.3	48.9%
Residential (R-15)	1,412.2	25.0%
Highway-Business (H-B)	394.0	7.0%
Heavy Industrial (H-I)	220.8	3.9%
Residential (R-85)	188.6	3.3%
Residential (R-75)	161.1	2.8%
Residential (R-20)	161.1	2.8%
Residential (R-12)	158.2	2.8%
Central Business (C-B)	54.0	1.0%
Residential-Mobile Homes (R-MH)	43.9	0.8%
Office-Institutional (O-I)	42.2	0.7%
Light Industrial (L-I)	35.4	0.6%
Residential Single-Family (R-SF)	18.8	0.3%
Neighborhood Business (N-B)	2.0	0.0%
Residential (R-75A)	0.0	0.0%
Total	5,657.7	100%



This map is a graphic representation and should only be used for reference purposes. Map readers are encouraged to verify the accuracy of the information shown on this map by contacting the appropriate local government agency.

EXISTING LAND USE

Hudson has a mixture of land uses ranging from agricultural to residential to industrial. A land use survey of all properties in the Town of Hudson Planning Area was completed in 2020. Land uses were categorized according to the following primary uses:

Residential:	A parcel containing a residence, including multifamily.
Institutional or Office:	A parcel containing any type of medical use concerned with the diagnosis, treatment, and care of human beings. This category also includes public services, and may be operated by a federal, state, or local governments, public or private utilities, public or private schools or colleges, churches, public agencies, or tax-exempt organizations.
Commercial:	A parcel containing any type of activity involving the sale of goods or services for financial gain (commercial activity), but does not include parcels containing home occupations or medical offices.
Industrial or Warehouse:	A parcel containing any type of business use or activity at a scale greater than home industry involving manufacturing, fabrication, assembly, warehousing, and/or storage.
Open Space or Park:	A parcel designated for recreation or deemed open space.
Agriculture or Undeveloped:	A parcel not in use or containing agriculture and/or abandoned buildings.
Undeveloped:	A parcel that is undeveloped, owned and maintained by a Federal, State, or Local Government, or private organization dedicated to protecting and conserving lands.

The “Town of Hudson Existing Land Use” Map displays types of land use across the Town. A quick glance reveals the overwhelming amount of land either developed as residential or agricultural or designated as undeveloped. Residential uses occupy the largest percentage of land use at 55.6%. Another 29.5% is occupied by agriculture uses or is undeveloped and could be used for agriculture purposes in the future. Table 8-2 summarizes these land uses by acreage and number of parcels.

From building permit data, it was recorded that the Town has seen an increase of 66 single-family residences and 5 multi-family residential complexes developed between 2010 and 2021. During that same timeframe there were 22 non-residential building projects, 15 of which were new construction.

TABLE 8-2: EXISTING LAND USE

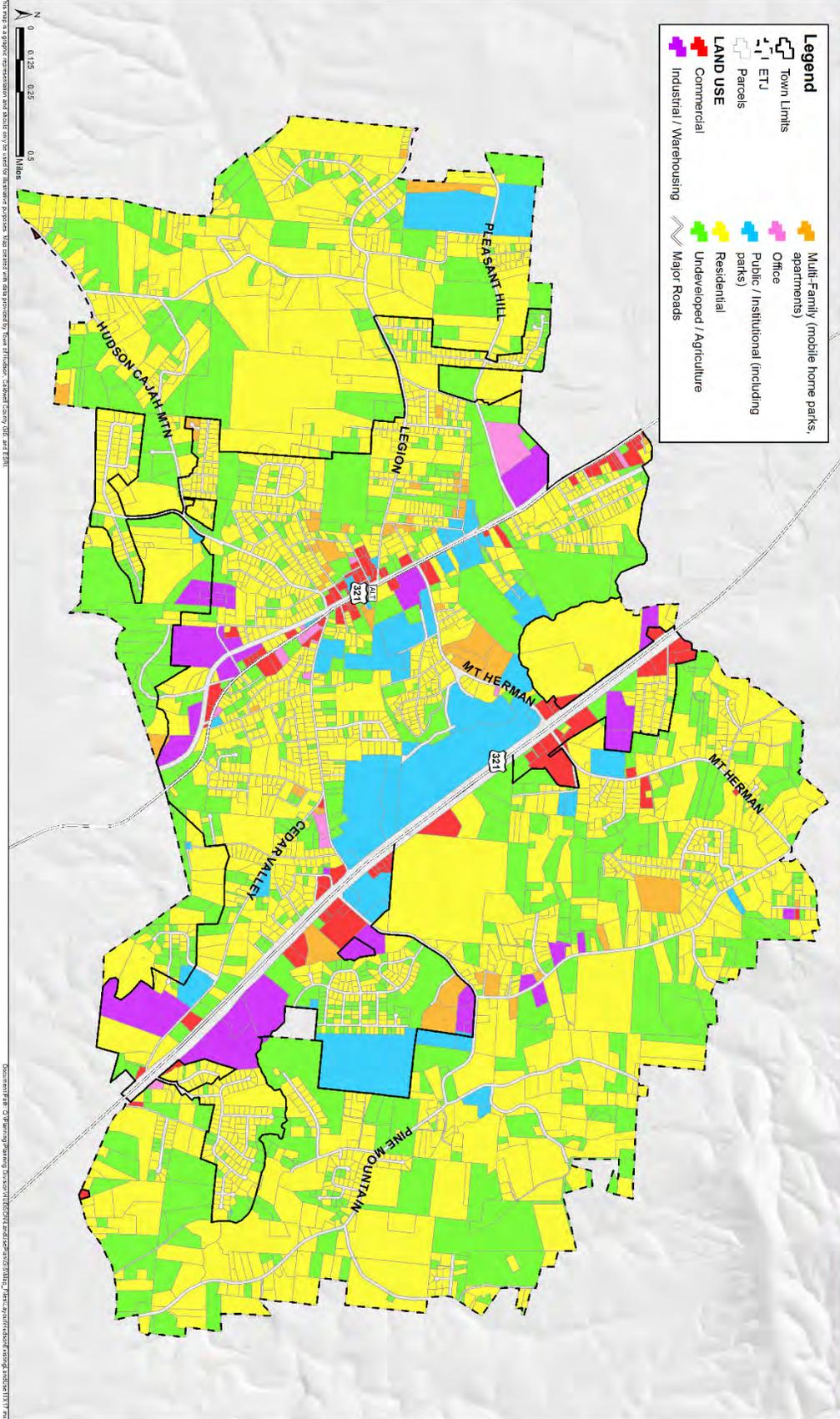
Land Use	Number of Parcels	Total Area (in Acres)	% Total Area (in Acres)	Minimum (in Acres)	Maximum (in Acres)	Average (in Acres)
Commercial	114	122.6	2.2%	<0.1	10.3	1.1
Industrial / Warehousing	36	200.2	3.5%	<0.1	29.4	5.6
Multi-Family (mobile homes parks, apartments)	57	109.7	1.9%	<0.1	14.5	1.9
Office	17	26.1	0.5%	0.118	14.1	1.5
Public / Institutional (including parks)	59	384.6	6.8%	<0.1	66.3	6.5
Single-Family Residential	2,276	3,148.2	55.6%	<0.1	102.8	1.4
Undeveloped / Agriculture	822	1,666.2	29.5%	<0.1	43.8	2.0
Total	3,381	5,657.7	100%			

TABLE 8-3: RESIDENTIAL DEVELOPMENT 2010-2021

Permit Type	Permit Status	Within Hudson Town Limits	Within Hudson ETJ
Residential	New Single Family	56	20
Residential	New Multi-Family	5	0

TABLE 8-4: NON-RESIDENTIAL DEVELOPMENT 2010-2021

Permit Type	Permit Status	Within Hudson Town Limits	Within Hudson ETJ
Commercial	Addition	2	1
Commercial	New	6	1
Industrial	Addition	3	0
Industrial	New	1	0
Institutional	New	8	0
Total Nonresidential Permits		20	2



This map is a graphic representation and should not be used for boundary purposes. Any matter on this map is the property of the Council of Governments, and not the Council of Governments.

FUTURE LAND USE & GROWTH

Members of Comprehensive Plan Steering Committee were asked to help determine what types of future development would be appropriate for Hudson, where that development should take place, and what it should look like. In addition, an analysis of land availability, current land use activities, forecasted population changes, and residential development patterns was conducted to aid in determining areas potentially poised for future growth.

The Hudson Comprehensive Plan Steering Committee, took a look at defining future land use within the Town of Hudson planning jurisdiction, which includes the corporate town limits and the extraterritorial jurisdiction (ETJ). The main reoccurring theme was a discussion on the appearance, connectivity, and land uses within the Downtown district, providing higher density residential, expanding areas for multi-family development, and introducing mixed use development within the Central Business (CB) District.

FUTURE OF DOWNTOWN

Many of the future changes for Hudson centralized around the development and expansion of downtown. The committee expressed that the downtown should be expanded along the front parcels of Main Street, and on both sides of Cedar Valley Road up to and including the HUB. With the expansion of the downtown, CB District, the committee expressed that there also should be revisions to the town zoning ordinance to include mixed uses and design standards within the district. It was also expressed that the current permitted land uses within the district need to be revised to meet future expectations for the appearance of downtown.

The purpose of these changes is to increase connectivity within downtown and surrounding attractions such as the HUB and CCC&TI. Currently these areas are separated by zoning districts that do not allow for cohesive development. By encompassing these areas into a single district with allowances for mixed-uses under the same design standards, the Town of Hudson will be able to create an identity and an attractive core that serves both Hudson and the surrounding area.

FUTURE OF HOUSING

Overall the Town of Hudson currently allows for medium and high density residential development that encompasses both single and multi-family housing. The committee expressed that they would like to continue to encourage these types of development and would like to further the allowance of high density residential surrounding downtown and transitional areas between commercial / industrial areas along HWY 321 across from CCC&TI.

FUTURE OF INDUSTRY

While there was not much discussion on the expansion of industrial uses, the committee expressed that industry should be encouraged to be developed in areas with adequate water, sewer, and transportation access. One such area for potential industrial expansion includes the area around the intersection of Pine Mountain Road and Freezer Locker Road.

FUTURE LAND USE MAP

The Future Land Use Map was developed to illustrate the Town's vision for future development. The Hudson Planning Staff, Planning Board and Town Commissioners rely on the Future Land Use Map to guide policy making related to

zoning, watershed regulations, and infrastructure needs. Land use will change over time. Encouraging a more centralized development pattern will allow the Town to avoid the high costs associated with extending water and sewer infrastructure to areas lacking service.

Future Land Use Designations: The following future land uses, defined below, utilized the Town's current zoning districts as a base for designating a broader designation of uses. These are shown on the Future Land Use Map.

High Density Residential

- R-SF (Residential Single Family Development) - *Single Family Cluster Subdivision – Min Lot Size 7,500 sq ft*
- R-75 (Residential High Density District) - *Single Family + Modular Homes, Duplex, Multi-Family, PUDs, no manufactured homes – Min Lot Size 7,500 sq ft + 3,000 (each additional unit)*
- R-75A (Residential High Density District) - *All uses under R-75 + Manufactured Homes – Min Lot Size 7,500 sq ft + 3,000 (each additional unit)*
- R-85 (Residential Medium-High Density District) - *Single Family + Modular Homes, Duplex, Multi-Family, PUDs, no manufactured homes – Min Lot Size 8,500 sq ft (single) 6,000 (duplex) + 3,000 (each additional unit)*
- R-MH (Residential-Manufactured Home District) - *High Density manufactured home development*

Medium Density Residential

- R-12 (Middle Residential Density District) – *Single Family + Modular, Duplex, Multi-Family; Min Lot Size: 12,000 sq ft (single) 9,000 (Duplex)+5,650 (each additional unit)*
- R-15 (Residential Medium Density District) - *Single Family Dwellings; no manufactured homes; Min Lot Size: 15,000 sq ft*
- RA-15 (Residential-Agricultural District) - *Single Family, Modular Homes, Manufactured Homes, Duplex, Triplex – Min Lot Size 15,000 sq ft*

Low Density Residential

- R-20 (Residential Low Density District) - *Single Family Dwellings; exclusive of manufactured homes Min lot size: 20,000 sq ft. (15,000 sq ft. with public sewer)*

Commercial

- N-B (Neighborhood Business District)
- H-B (Highway Business District)

Downtown

- C-B (Central Business District)

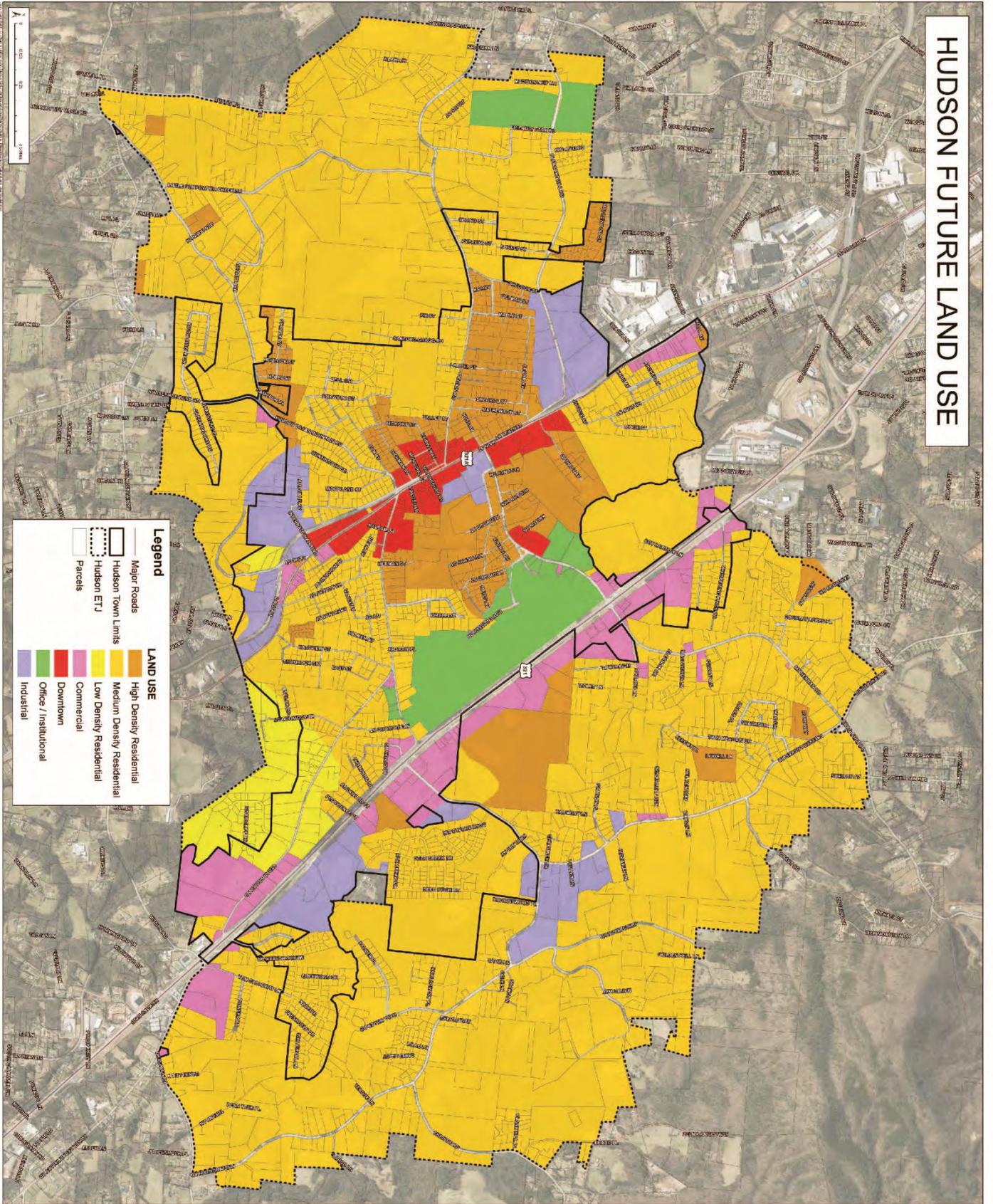
Office-Institutional

- O-I (Office-Institutional District)

Industrial

- L-I (Light Industrial District)
- H-I (Heavy Industrial District)

HUDSON FUTURE LAND USE



CONCEPTUAL RENDERINGS

As part of defining the future of downtown, the committee requested that conceptual renderings be developed to illustrate the potential for revitalizing and connecting downtown.

DOWNTOWN HUDSON OVERVIEW

Downtown Hudson Overview Scene 1:

This conceptual rendering shows downtown from above. Central Street is shown as a one-way road, with traffic flowing toward Legion Road. The existing sidewalk has been widened, and angled parking is located adjacent to the railroad tracks. A performance stage has been added at the southern end of downtown. Trees and ornamental street lights with banners have been added to the landscaped parking areas. Note: sidewalk trees are not shown so that the widened sidewalk can be viewed.



Downtown Hudson Overview Scene 2:

This conceptual rendering shows downtown from above. Central Street is shown as a one-way road, with traffic flowing toward Legion Road. The existing sidewalk has been widened, and angled parking is located adjacent to the railroad tracks. A performance stage has been added at the southern end of downtown. Trees and ornamental street lights with banners have been added to the landscaped parking areas. Note: sidewalk trees are not shown so that the widened sidewalk can be viewed.



Downtown Hudson Scene 1:

This conceptual rendering shows the southern end of downtown. Central Street is shown as a one-way road, with traffic flowing toward Legion Road. The existing sidewalk has been widened, street trees have been planted along the sidewalk, and angled parking has been added next to the railroad tracks. A small performance stage is shown. Trees, landscaping and ornamental street lights with banners have been added to the angled parking area.



Downtown Hudson Scene 2:

This conceptual rendering shows a view of Central Street facing south. Street trees have been planted along the sidewalk, and angled parking has been added next to the railroad tracks. Trees, landscaping and ornamental street lights with banners have been added to the angled parking area. Two small “parklets” (outdoor seating areas with space for landscaping elements like bushes and flowering plants) are also shown.



Downtown Hudson Scene 3:

This conceptual rendering shows a view of the widened sidewalk facing south. Outdoor eating and drinking areas are shown, along with street trees – which provide shade for shoppers and a burst of color in the fall.



Downtown Hudson Scene 4:

This conceptual rendering shows a close up view of a parklet on the widened sidewalk, near the existing library. Street trees are also shown – which provide shade for shoppers and a burst of color in the fall.



Downtown Hudson Scene 5:

This conceptual rendering shows an aerial view of the north end of downtown, with 2 parklets on the widened sidewalk and street trees. Trees, landscaping and ornamental street lights with banners have been added to the angled parking areas adjacent to the railroad tracks.



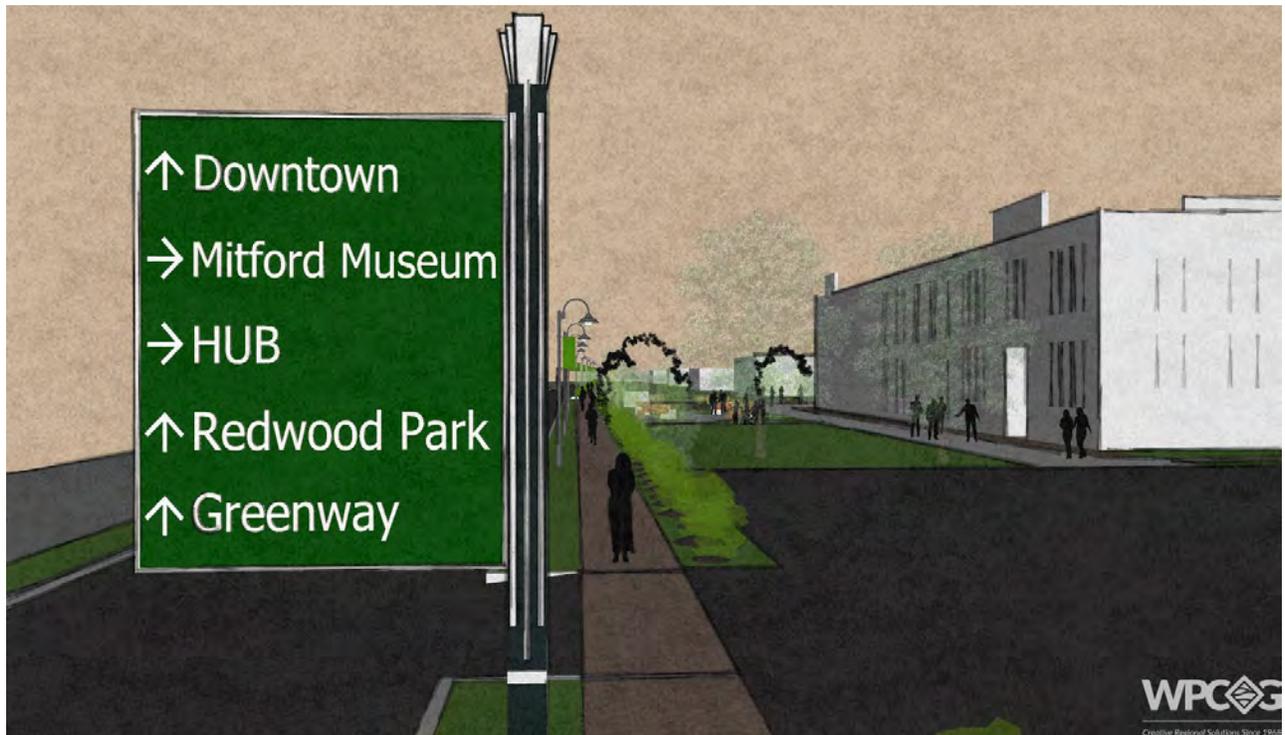
Hudson Uptown Building Gateway Scene 1:

This conceptual rendering shows a gateway entrance to the town near the HUB Building/Mitford Museum on Cedar Valley Road. The gateway consists of wayfinding signage, landscaping, and ornamental lighting with banners. The landscaping and ornamental sidewalk lighting extends to the intersection with U.S. 321-A downtown.



Hudson Uptown Building Gateway Scene 2:

This conceptual rendering shows a close-up view of the wayfinding signage near the HUB Building/Mitford Museum. The signage incorporates elements of Art Deco design, the architectural style of the HUB Building/Mitford Museum. This type of wayfinding signage could be used at several other strategic locations throughout town, to help visitors locate key destinations while also establishing a brand identify for the town.



Hudson Uptown Building Gateway Scene 3:

This conceptual rendering shows landscaping and ornamental lighting in front of the HUB Building. Incorporating landscaping into the gateway will encourage drivers to slow down, while also creating a pleasant walking experience linking downtown to the HUB Building/Mitford Museum.



Hudson Uptown Building Gateway Scene 4:

This conceptual rendering shows the view from the top of the HUB Building looking toward downtown along Cedar Valley Road. Landscaping and ornamental lighting extends along the road in the direction of downtown.



Hudson Uptown Building Gateway Scene 5:

This conceptual rendering shows a close up shot of the sidewalk and landscaping heading toward downtown. Landscaping elements such as bushes and trees next to a road give motorists the signal that they should slow down, and can also provide pedestrians with an increased sense of safety.



LAND USE AND GROWTH MANAGEMENT RECOMMENDATIONS

1. Update zoning and subdivision regulations to ensure they are compatible with the designated land uses outlined in this plan.
 - a. Encourage commercial development within the Town, specifically retail and boutique establishments, restaurants, grocery stores, medical offices and recreational opportunities.
 - b. Re-evaluate the types of land uses that are allowed in the downtown (CB), Commercial, and Industrial zoning districts.
 - i. Allowing upper-story apartments in downtown commercial buildings.
 - ii. Allowing murals on side and rear wall facades through town approval.
 - iii. Eliminating outdoor storage.
 - c. Re-evaluate zoning design standards required in the downtown zoning district.
 - i. Building and design standards.
 - ii. Landscaping requirements.
 - iii. Off-Street parking.
 - iv. Setback requirements along 321 A and Central Street.
 - v. Evaluate sign requirements for downtown businesses.
2. Conduct a feasibility study for converting Central Street into a one-way from Hudson Cahah Mountain Rd to Legion Road.
3. Improve connectivity between downtown and the HUB through expanding the CB district, streetscaping, sidewalks, etc.
4. Evaluate appropriate types of residential dwellings within residential zoning districts.
 - a. Preserve established neighborhoods and encourage single and multi-family infill development in appropriate areas.
 - b. Continue to encourage low and medium density developments as well as allowing high density development with adequate site improvements such as providing open space, paved parking, landscaping, and buffering.
 - c. Research options to discourage vacant housing.
5. Continue to encourage industrial development in appropriate areas with adequate infrastructure, or areas that infrastructure can easily be expanded, and access to major highways.
 - a. Encourage redevelopment of existing vacant industrial sites.

APPENDIX A:

PUBLIC SURVEY RESULTS

An online public survey was held from June 15th, 2022 to July 15th, 2022. Approximately 71 participants took part in the survey. A link to the survey was posted on the Western Piedmont Council of Governments (WPCOG) website. The survey focused on public response to the following: housing needs, downtown development and revitalization opportunities, commercial and industrial development, and education and workforce development. The results of the survey were taken into consideration while drafting the Plan.

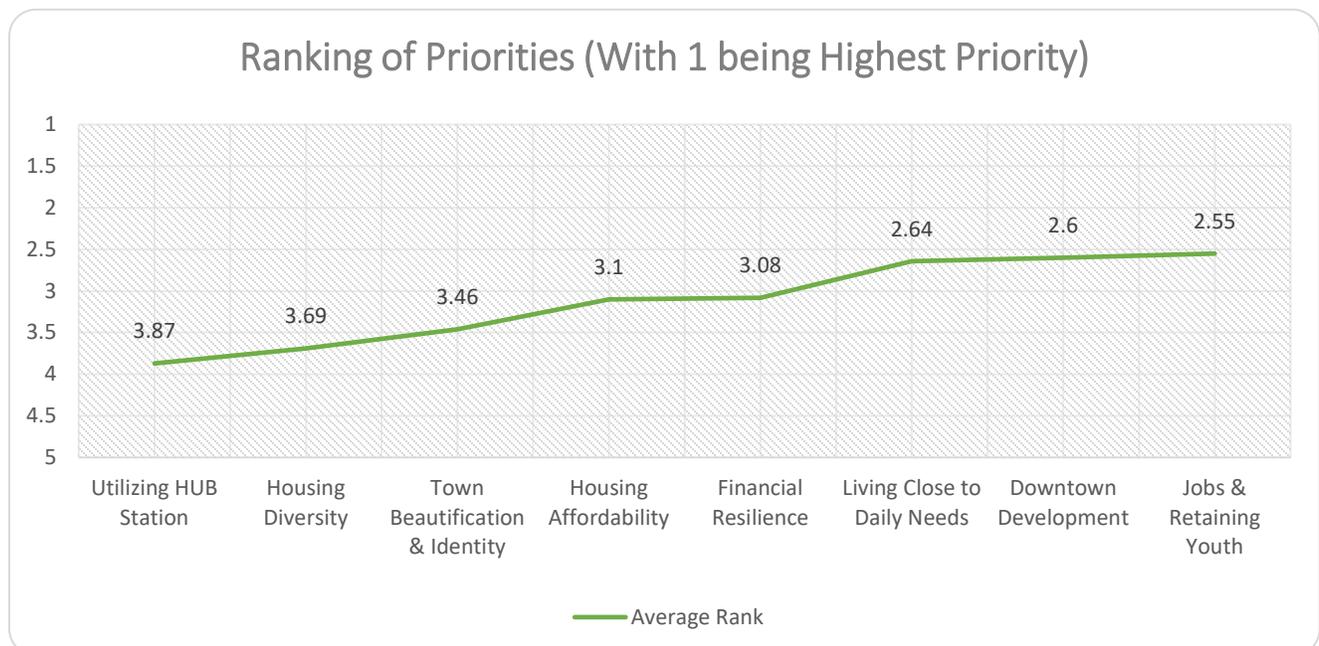
PRIORITIES

Your Priorities -- Please rank 5 of the 8 items above the line in your preferred order

Answer Choices:

- Housing Diversity
- Jobs and Retaining Youth
- Town Beautification and Identity
- Utilizing Hub Station
- Housing Affordability
- Downtown Development
- Living Close to Daily Needs
- Financial Resilience

Priorities were ranked 1 to 4, with 1 having the highest priority and 4 having the lowest priority.



From survey results, it is observed that the primary demand is for jobs and retaining youth. There was also a high demand for living close to daily needs and downtown development scored relatively close to the primary demand.

There is a slight demand for financial resilience and housing affordability. Additional comments regarding town beautification and identity and downtown development stated promotion of the Town's history and updating the caboose at Windmill Park to be historically accurate.

GROWTH PRIORITIES

These questions asked participants to rate a statement on a scale of 1 to 5, with 5 indicating strong agreement with the statement. For example, the question below asks where growth should be focused. A person who rated a "5" on "Neighborhood Business" indicates they strongly believe growth should be focused in the neighborhood business areas.

Question 1:

Where should types of growth be encouraged?

- Highway Commercial Development...as centralized near major roadways. (ex: "big box" commercial chains, automotive sales)
- Neighborhood Business Development...as centralized in downtown and near more heavily traveled intersections within residential districts. (ex: small grocery store/market, drug store)
- Industrial Development...as centralized near major roadways and buffered from residential areas (ex: manufacturing, trucking)
- Multi-Family Development...as infill in existing neighborhoods, within downtown, between commercial and larger lot residential. (ex: duplex, townhomes, apartments)

Results:

From survey results, it is observed that the primary demand is for neighborhood business development. There was also a slight demand for industrial development that had varied rankings, specifically between 3 and 5 stars. Highway Commercial Development also had more varied rankings with equally distributed low, medium, and high rankings. Multi-family development received the largest number of participants marking strongly disagree. Additional comments included a need for local business, concerns about multi-family hurting property values, utilizing the unused property for businesses, and increased senior housing.

Question 2:

The following statements will help identify housing needs and influence how our housing stock will grow. How much do you agree with each statement? Housing needs in the town should include...

- Single-Family (<1/3 acre lot)
- Single-Family (<1/3 acre lot to 1/2 acre lot)
- Single-Family (>1/2 acre lot)
- Market Rate Rental
- Multi-Family, Apartments
- Multi-Family, Duplex/Triplex/Quadplex
- Multi-Family, Townhome

Results:

From survey results, it is observed that the primary demand is for single-family households, specifically between 1/3 an acre and 1/2 an acre. There was also a slight demand for market-rate rentals, with the majority of the participants ranking the option with 3 stars. Multi-family townhomes had mixed reactions. Multi-family apartments and multi-family duplex/triplex/quadplex were ranked the lowest with the majority of participants ranking the option as 1 star. Additional comments included houses being more distanced and fewer apartments and multi-family homes.

Question 3:

The Town of Hudson has several major transportation corridors namely HWY 321 and 321A. The appearance of these corridors has influenced the perception of the town. Would you be in favor of design standards along the 321 corridor?

- New businesses along the HWY 321 corridor would need to meet reasonable design standards such as landscaping, building, materials, signage, setbacks, etc.

Results:

From survey results, it is observed that there was a strong consensus that participants would be in favor of design standards. The majority of answers ranked this question with 5 stars. Additional comments included an overall agreement to more widespread design standards and the cleaning up of dilapidated land.

Question 4:

The Comprehensive Plan can make recommendations for changing the appearance of the downtown. Downtown options were ranked individually from 1 to 5 stars, with 5 being that the participant strongly agrees and 1 being the user stronger disagrees.

- What should be in downtown? Types of uses that should be located downtown are restaurants, boutique/small retail businesses, upper-story apartments, parks open green spaces, and offices

- Increase sidewalks in front of buildings? Would you be in favor of making Central St into a one-way? This would provide space to widen the sidewalk and create outdoor dining or other pedestrian landscaping, and/or beautification opportunities.
- Option for Additional Comments

Results (for sub-question about downtown uses):

The majority of participants ranked the listed downtown uses of restaurants, boutique/small retail businesses, upper-story apartments, parks open green spaces, and offices highly.

Short answer responses included:

Windmill Park historically accurate caboose	Variety of small businesses
Diverse and unique shops	Coffee shop and bakery
Restaurants and retail	Live music events
Green space	Accessible grocery store

Results (for question about increasing sidewalks near buildings):

Increase sidewalks in front of buildings?

There was a mixed response regarding the rating of sidewalks located in front of buildings. While the largest number of votes was given to 5 stars, there was also an equal number of responses for 1, 2, and 3 star ratings.

Short answer responses included:

Do not like the idea of Central Street being one way (2)	Concerns of increased traffic
Parking on just one side of the road	Increase quality of the existing sidewalks
Outdoor dining is only seasonal (2)	Expand existing sidewalks on Central Street

Additional Free Response Comments about things wanted downtown:

More restaurants and outdoor seating (4)	More places to gather and socialize (3)	More specialty stores and items	More sidewalks for walking and running
Streetlights for the existing paths	Greenway system to increase outdoor activity	Splash Pad	More retail
Upgrade downtown housing options	Upgrade Fairway Shopping Center	Create more space for dining	Pedestrian friendly infrastructure: Pedestrian signage and crossing
Retain historical integrity	Improve dilapidated spaces (2)	Expand the downtown space	Resident focused services

Question 5: Education and Programs

Hudson contains two institutions that provide educational programs for the community. Use the comment button to the right to describe what programs and activities you would like to see continued or made available (at these locations).

- The HUB

Short Answer Responses:

Outdoor area could be utilized for outdoor concerts and activities (2)	Use it to promote more microbreweries, wineries, and food trucks (Especially in the summer) (3)	More shops inside the HUB
Use as a space for after school tutoring	Continue the music and art lessons	Add more community events throughout the year for all demographics (2)
Make the parking and walking in more cohesive	More activities for the youth	Not being utilized by the citizens
Should be leased and self-supporting	Less money/attention spent on HUB (3)	

- CCC&TI

Short Answer Responses:

More short term occupational programs	Shorter wait times to get into programs	Offer outdoor activities
Offer dancing and cooking classes	Real Estate Brokerage class	More university transfer agreements
Conversational Sign Language class	Adult training programs for technical and trades	Limit those under 18 on campus
Remove early college	Co-ops for city planning	Basic financial education classes
Social support groups	Parenting education classes	

SHORT ANSWER

Participants provided a range of responses concerning what they love and would change about Hudson. Each response was categorized into a general statement. These statements are listed below, along with the percent of participants agreeing with that statement

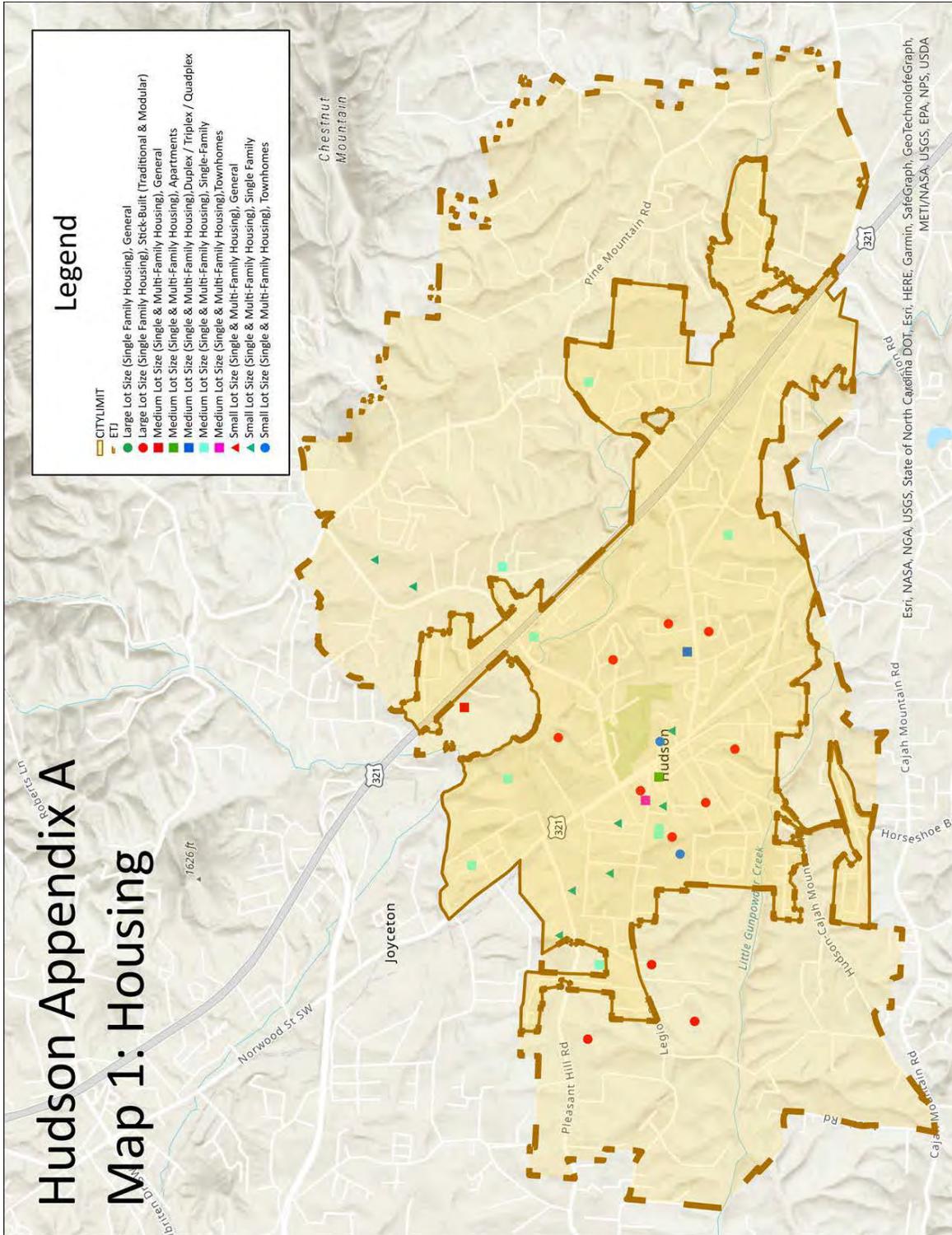
Question 1: One thing I love about Hudson is...

Percent	Topic
50%	Small Town Feel
2%	Old Values
5%	Clean and landscaped
5%	Police Department
12%	Safety
2%	Schools
5%	Location
5%	Family-Oriented
2%	Historical
5%	Small Business Community
7%	Sense of Community

Question 2: One thing I would change about Hudson is...	
Percent	Topic
7%	Downtown is too small/limited
31%	Need more retail/restaurants/grocery stores
10%	Have safe and clean housing options
26%	Upscale/update the landscaping/buildings
3%	Town Board
5%	Decrease Crime
10%	Make it More Walkable and Bikeable
2%	Gas line run through Hudson
2%	More public streets
2%	More historical information downtown
2%	More Recycling

MAPPING

Participants were able to use the survey application to place markers on a map to show where they would like particular types of development or interventions (such as streetscaping) to take place. These results of these exercises are shown below.

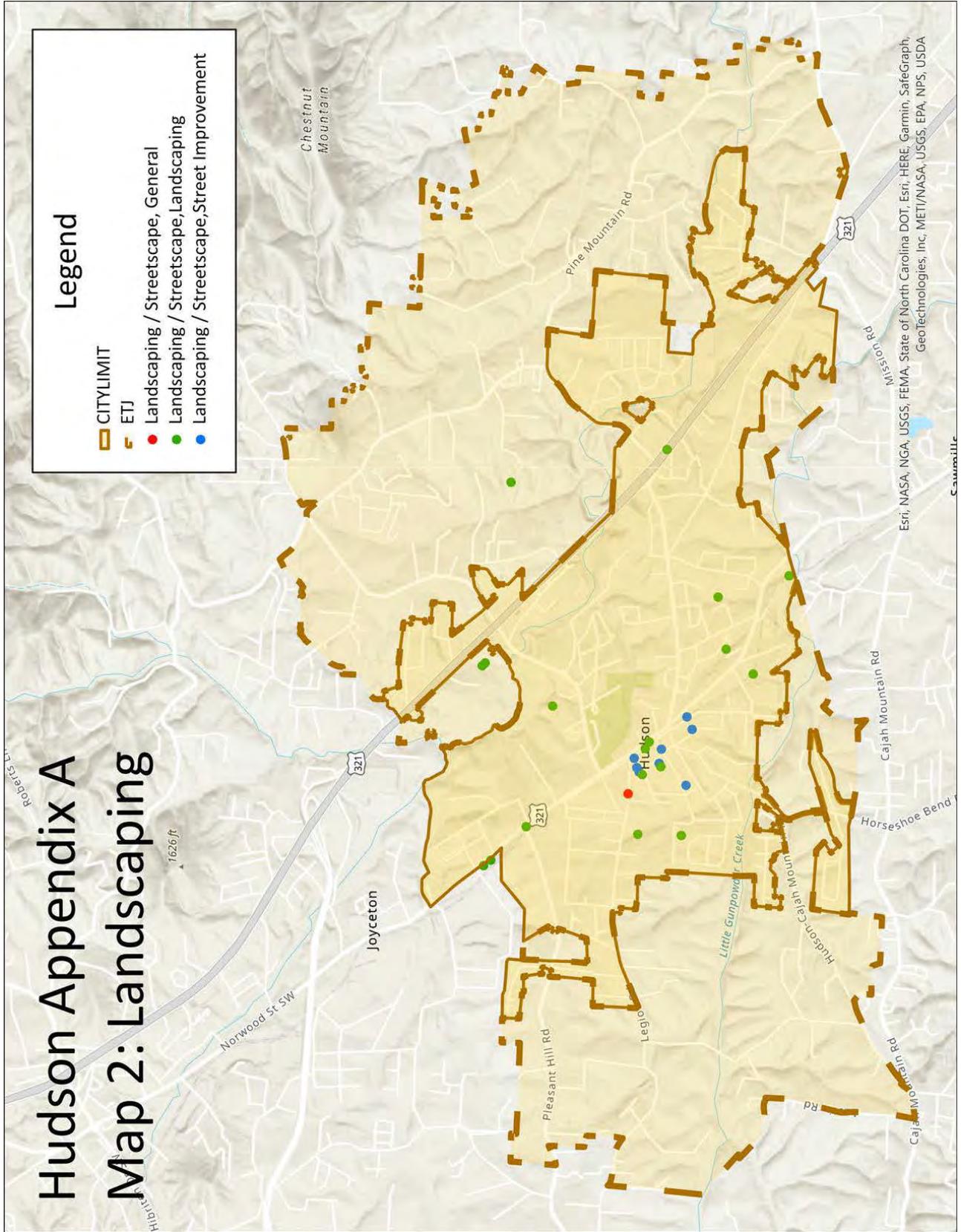


Hudson Appendix A

Map 2: Landscaping

Legend

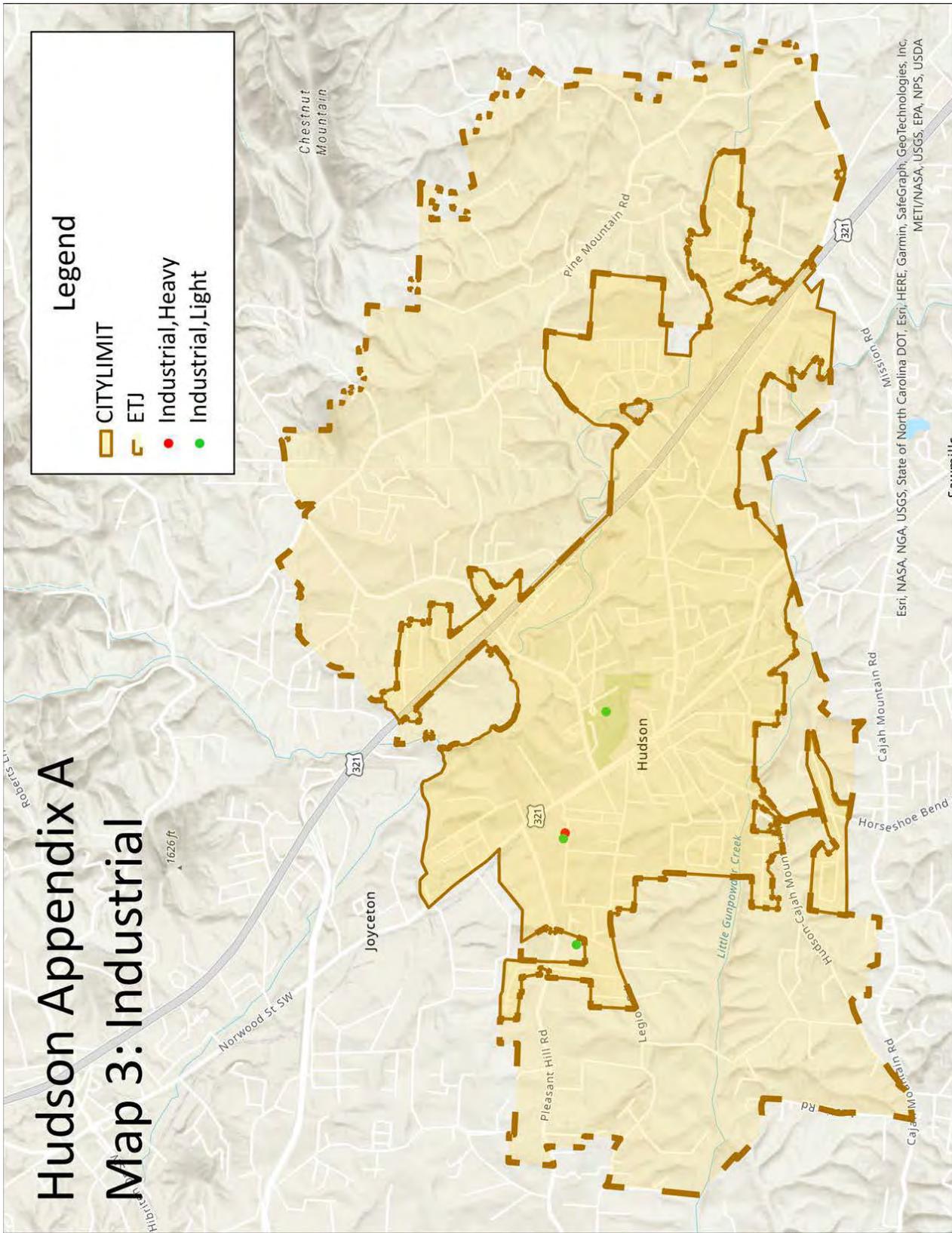
- CITYLIMIT
- ETJ
- Landscaping / Streetscape, General
- Landscaping / Streetscape, Landscaping
- Landscaping / Streetscape, Street Improvement



Esri, NASA, NGA, USGS, FEMA, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Hudson Appendix A

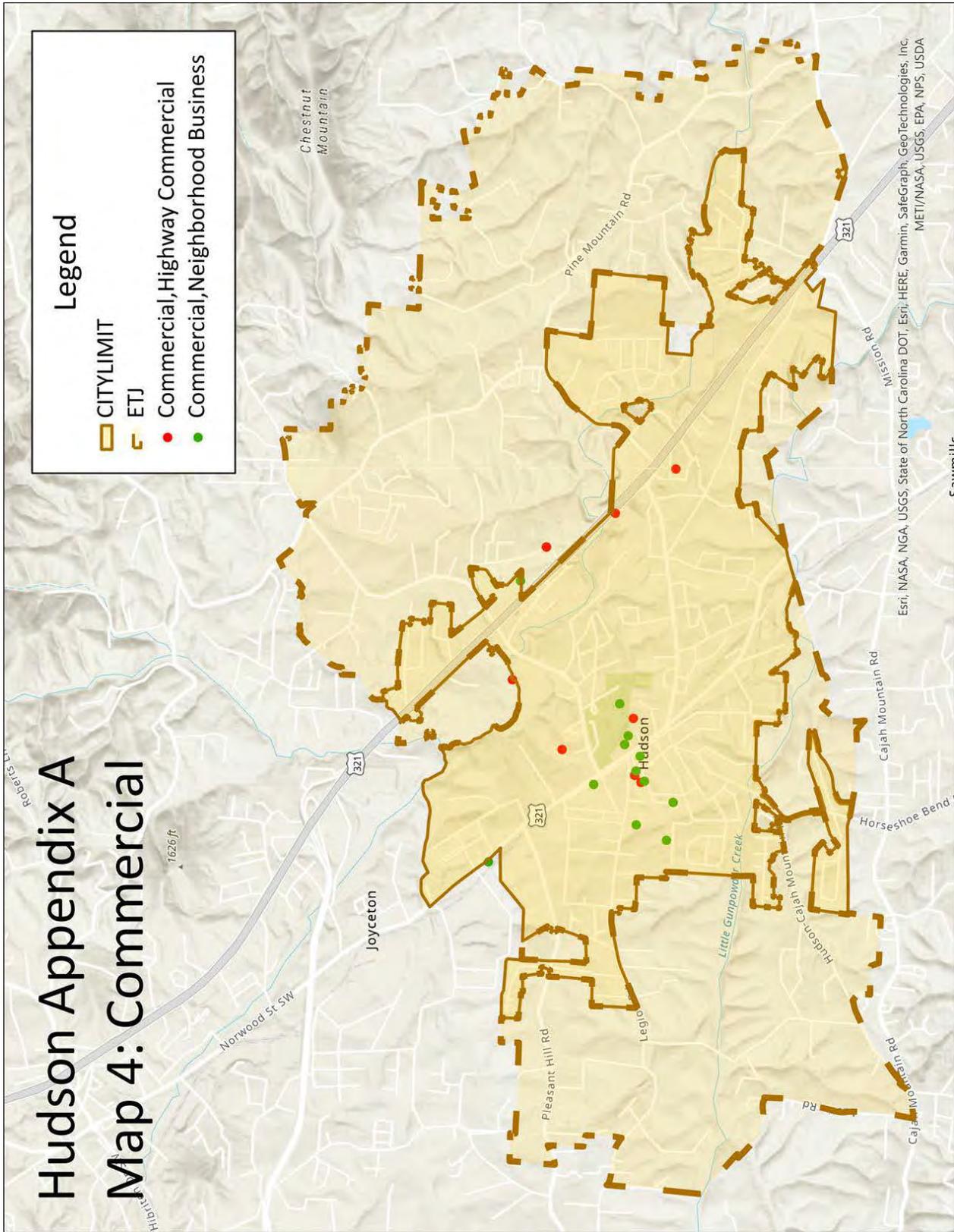
Map 3: Industrial



Esri, NASA, NGA, USGS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

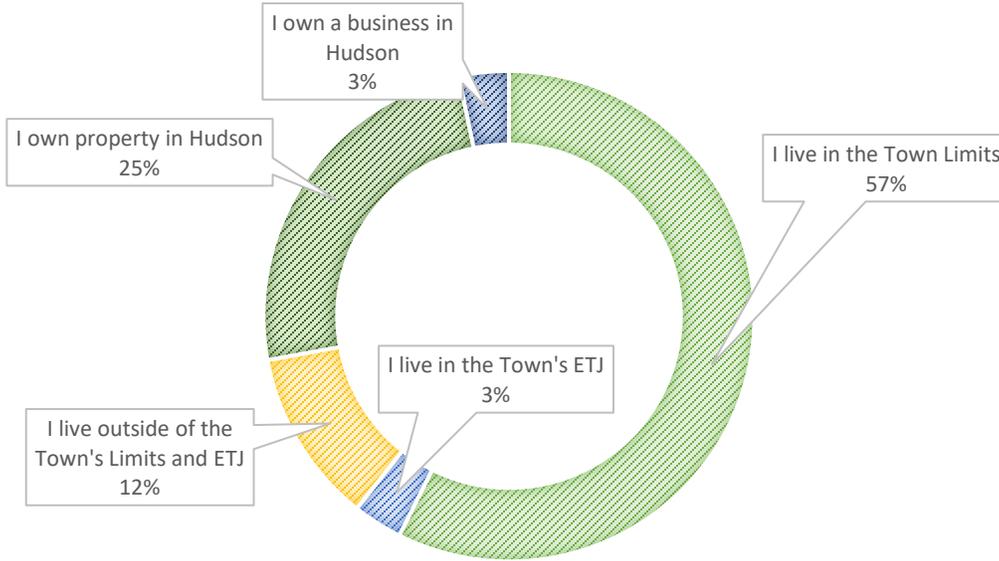
Hudson Appendix A

Map 4: Commercial

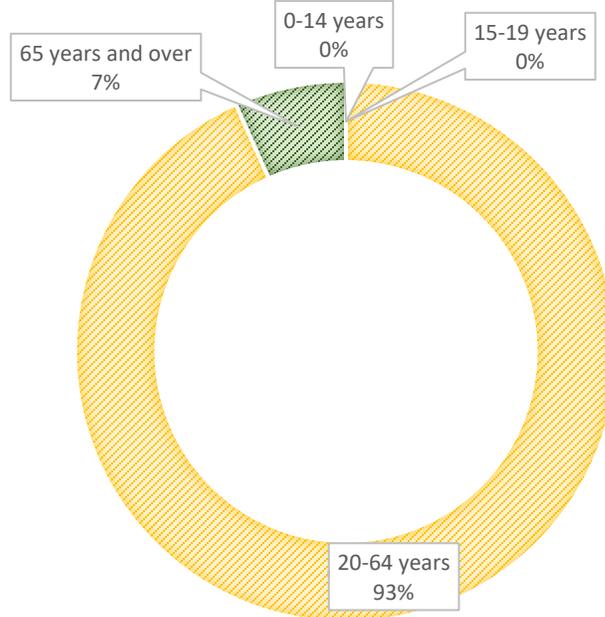


SURVEY DEMOGRAPHICS

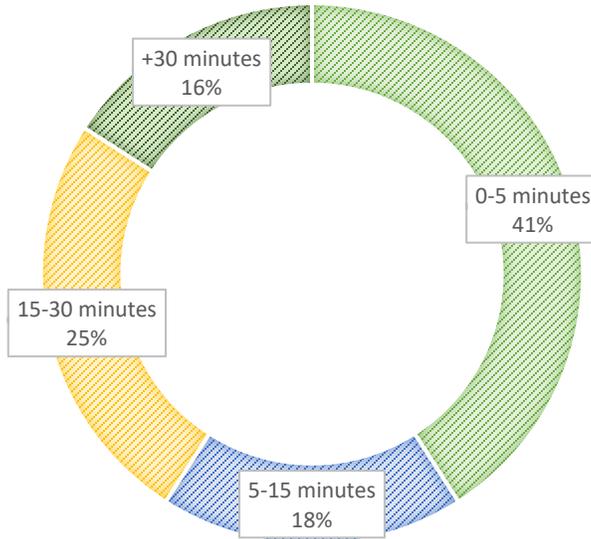
WHICH OF THE FOLLOWING DESCRIBES YOU? (CHECK ALL THAT APPLY)



WHAT IS YOUR AGE?



HOW FAR DO YOU COMMUTE FOR WORK?



APPENDIX B: RECREATION MASTER PLAN