

CHAPTER IX. CONCLUSIONS & RECOMMENDATIONS

Introduction

Hudson is a large town with a small-town feel. It enjoys an enviable location with convenient access to major employment centers, transportation, shopping, and recreational opportunities while retaining much of its historic rural character. Hudson residents appreciate the town's public facilities, parks, schools, and natural areas, and a strong sense of community prevails. The town seeks a balanced approach to growth and development that protects the features of Hudson that residents cherish while maintaining a strong tax base, preserving open space and mitigating the through-traffic that congests its most heavily traveled corridors. The goals outlined in the Master Plan are designed to help achieve these ends while guiding the development of the town into the future. This chapter provides a compilation of the specific goals, objectives, and recommendations included Master Plan chapters II through VIII.

Population & Housing

Hudson should be a livable, affordable, multi-generational community that is appealing to and supportive of a diverse range of income groups, ages, and family types. Housing development in Hudson in coming years will need to reflect the demands of smaller households with fewer children, more non-family households, an aging population, more people living with disabilities and the growing disconnect between a declining rate of multi-family housing construction at a time when market demand for rental housing is increasing. Given limited public sewer capacity, an overwhelming desire of the community to retain its small-town feel, concerns over the extent of residential development and a desire to conserve open space, expansion of multi-family and higher density housing development beyond the districts where it is currently allowed is not likely to gain public support. Therefore, Hudson should strive to expand housing alternatives by leveraging the planning and zoning tools that it already has and making minor adjustments as needed. These effects should include the following actions.

- Consider amending its Zoning Ordinance to eliminate the requirement that Manufactured Housing only be permitted in the General District in Manufactured Housing Parks or Subdivisions and allow this type of housing by right in all residentially zoned districts.
- Consider adopting a Workforce Housing Ordinance to incentivize development of home ownership housing affordable to households making 100% of the median income and rental housing affordable to households at 60% of the median income.
- Encourage the incorporation of ADA accessibility accommodations within new residential developments to meet the needs of a growing population of people with disabilities;
- Maintain the town's existing *Open Space Development* ordinance to provide flexibility in residential development types while conserving open space;
- Support regulations that preserve suburban/rural housing conditions within developed portions of the General and General-1 zoning districts;
- Encourage the development of accessory dwelling units that correspond with community character and provide flexible regulatory options that do not deter implementation;

- Consider permitting detached accessory dwelling units to increase housing opportunities for multi-generational living and rental housing without unduly impacting neighborhood character;
- Support workforce housing developments in districts that have access to the municipal sewer and as part of new mixed-use developments; and
- Encourage more mixed-use and infill development where appropriate and within zones such as, but not limited to, Town Residential and Business districts

Natural Resources

Priorities for Future Conservation Efforts

Protecting open space is one of the highest priorities identified through the Master Plan public input process and this support has also been demonstrated by voter approval of efforts to acquire land for open space and to dedicate existing town-owned land to conservation purposes. Though significant sites have been acquired by the town in recent years, properties important for wildlife habitat, outdoor recreation and the overall quality of life and character of the town remain unprotected. When evaluating potential conservation site acquisitions, priority should be given to sites that meet the Master Plan goals of: Expanding Conservation areas and increasing open space, building on existing open space assets such as Benson Park and Robinson Pond, and expanding the existing trail network and facilitating connections between schools, parks, conservation areas, and other community facilities. In addition, a priority should be placed on preserving the remaining large forest tracts and important wildlife habitats.

Robinson Pond

Robinson Pond is Hudson's largest pond and is the site of Hudson's only public beach. As previously noted, much of the Robinson Pond watershed is developed which contributes an increased amount of nutrients into the pond, resulting in a eutrophic condition. To protect and improve the condition of the pond while expanding recreational opportunities, a priority should be placed on acquiring additional undeveloped land adjacent to the pond for conservation and passive outdoor recreational uses. Hudson should promote natural and technological means to maintain and improve the water quality to ensure continued enjoyment by future generations. It is also noteworthy that the vacant land around Robinson contains some of the few remaining undeveloped concentrations of important farmland soils. Further, building upon existing open space at Robinson Pond is a specific goal of the Master Plan.

Benson Park

Though opportunities to expand Benson Park are limited, like Robinson Pond, building upon Hudson's most popular park is a specific Master Plan goal. Most significant is a 23-acre parcel located at the park's northwest corner fronting on Central Street. This split-zoned property (Business/General) is poorly suited to development due in large part to the extent of wetlands on the site that are hydrologically connected to Merrill Brook and other surface waters in the park.

Other Conservation Priorities

Other recommended priority conservation areas include undeveloped land adjacent to existing conservation land at Hills Meadow which include significant concentrations of undeveloped Prime and Important Farmland Soils and extensive 100-year and 500-year floodplains, and an undeveloped area adjacent to existing conservation land in the southeast corner of town. Recommended priority conservation lands are shown on Map III-17 alongside existing conservation and open space sites.

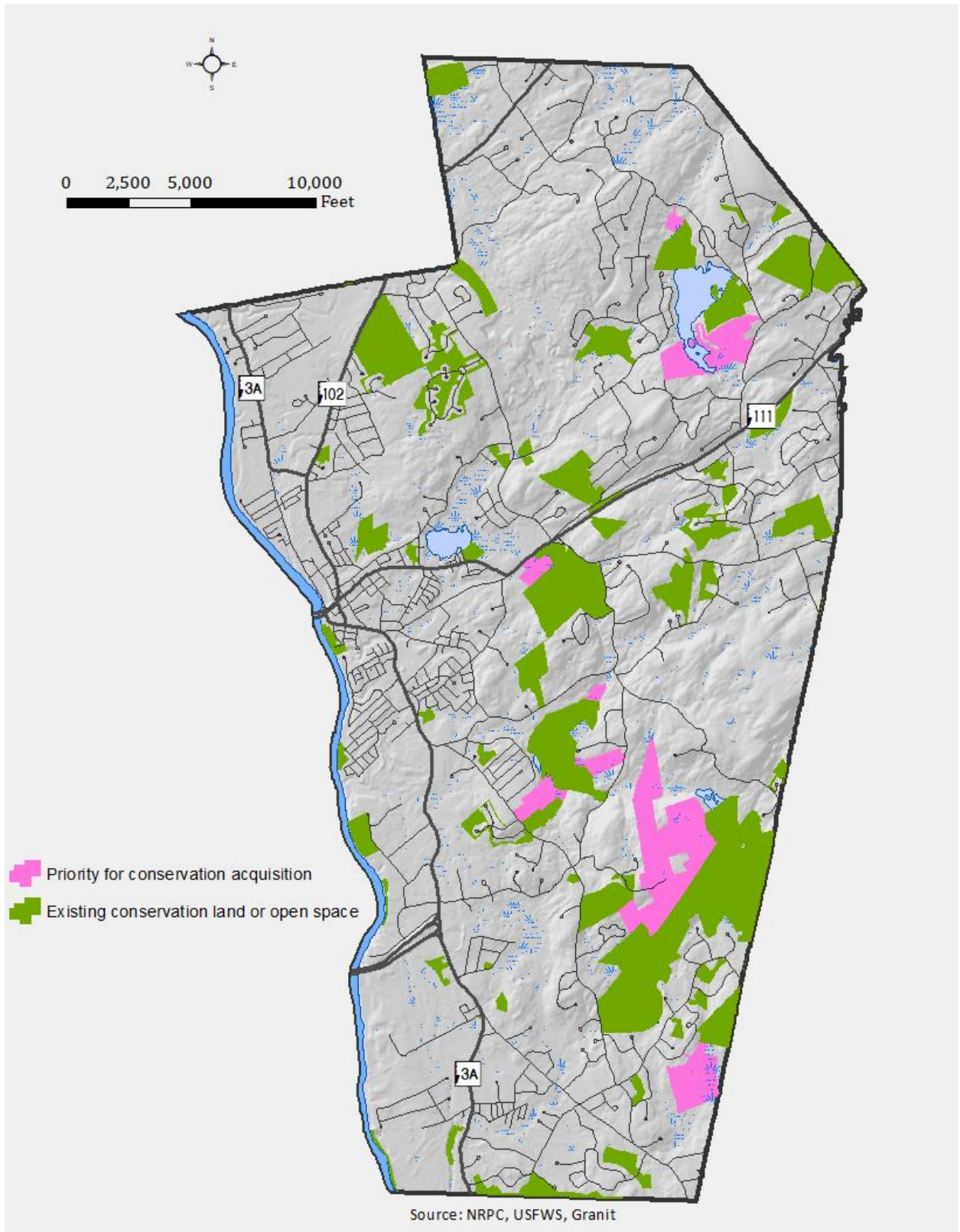
Stewardship

The preservation of conservation land and open space through acquisition of property in fee, by easement, through Open Space Developments and by other means is critical, however, ensuring that wildlife habitats thrive and providing for optimal outdoor recreational opportunities while minimizing unwanted impacts requires careful planning and stewardship. There are multiple resources available to assist in developing management plans for conservation land. These include US Fish & Wildlife, UNH Cooperative Extension, The Society for the Protection of New Hampshire Forests and New Hampshire Fish & Game (NHFG). Funded by the US Fish and Wildlife Service, the New Hampshire Fish and Game Department recently published *Trails for People and Wildlife - A Guide to Planning Trails that allow People to Enjoy Nature and Wildlife to Thrive*. As noted on the NHFG website, the guide is:

“a statewide tool that can be used to assess existing trails and site new trails in the most wildlife-friendly way. This mapping tool highlights areas particularly important for wildlife and areas that would be more suitable for trail development. The guidebook explains in more detail how recreation can impact wildlife, how to use the tool to minimize those impacts, and provides some real-world examples of how conservation organizations are using it to make their trail planning efforts most effective.”

The Town, through its Conservation Commission, should consider developing management plans for each of its conservation sites as it has for the Rangers Drive Town Forest and the Hudson Town Forest. To further aide in overseeing our woodland resources, the Conservation Commission should consider forming a Forestry Committee to assist in the decision-making process for these unique parcels. Further, as new trails are planned or improvements to existing trail networks proposed, consideration should be given to using the Trails For People and Wildlife mapping tool to minimize adverse impacts to wildlife while maximizing outdoor recreational opportunities for the people of Hudson.

Recommended Priority Conservation Areas



Economic Development

Hudson is well situated for continued economic growth because of its proximity to centers of commerce in the Merrimack Valley and northern Massachusetts, its convenient access to existing and planned highway, rail and air transportation infrastructure and continued interest in non-residential real estate. Challenges to economic growth include limited amounts of undeveloped land zoned exclusively for commercial and industrial development, limited road capacity (especially on Lowell Road), limited public water and sewer facilities and the need to preserve the tax base while planning for residential growth. Based on the existing economic conditions in Hudson, there are several strategies that the Town can pursue to sustain and enhance economic growth for the foreseeable future.

1. Protect limited industrially zoned land from non-industrial encroachment. Hudson's existing industrial parks and industrially zoned land have limited growth potential with sufficient land to accommodate approximately 300,000 square feet of additional building area capable of supporting between 350 and 400 additional jobs. The manufacturing, R&D and office related jobs located in Hudson's existing industrial districts, especially in the Sagamore Industrial Park and BAE's Lowell Road campus, are generally high-paying and important both to Hudson's economy and that of the region. These areas also contribute mightily to Hudson's tax base, while demanding less in services than residential or retail commercial uses. Given limited expansion potential, it is imperative that the town resist attempts to develop land within its industrially zoned areas for residential uses unless the land is unsuitable for industrial development or for commercial uses that do not directly support industrial uses.
2. Since opportunities to expand existing Business Districts are limited, future commercial development will largely take the form of redevelopment. To encourage growth of future tax revenues and to meet the needs of a growing population, it will be important to maximize redevelopment potential within existing Business Districts. The town should review existing land use regulations, including setback, building height and parking requirements, to ensure that maximum supportable commercial development densities can be accommodated within existing commercial areas. At the same time, it is important to adopt design standards, improved landscaping requirements, access management regulations and improved pedestrian/bicycle accommodations to enhance the aesthetic appeal of Hudson's business districts and minimize vehicular congestion. Further, since most visitors experience Hudson by travelling through major commercial corridors like Lowell Road, Derry Road and Central Street, improving the aesthetic appeal of these areas will enhance the general perception of Hudson, thereby helping to support higher property values.
3. Protect the rural-residential character of Hudson's remaining large tracts of undeveloped land likely to be developed for residential uses through acquisition of additional conservation land and by rezoning large tracts of undeveloped in western areas of Hudson from G-1 to R-1.

Transportation

The Town should budget for traffic improvements in its Capital Improvement Program and undertake a systematic transportation system improvement program. The Town should include in its CIP improvement projects for the NH 102/NH 111/Chase Road intersection, the NH 111/Kimball Hill Road/Greeley Road intersection and the NH 3A/County Road (south) and County Road/Belknap Road intersections. Hudson should also work closely with NH DOT and NRPC to secure federal funding for eligible road projects. In addition, the Town should refer to the Townwide Traffic Study completed in 2023 to assess the impact of changing patterns of future traffic conditions, especially along the corridors of NH 3A, Dracut Road, and NH 111. Additional overall recommendations include the following:

- The Town should reconsider its pavement width requirements for local streets and sidewalks based on function and needs.
- The Town should employ access management techniques for the purpose of preserving roadway capacity and ensuring safe movement for vehicles entering and exiting curb cuts and side roads. These techniques should be applied to major corridors in the Town including NH 3A, NH 102, NH 111 and Dracut Road. Access management techniques that should be pursued include implementing minimum driveway separation distances based on roadway speed, entering into a Memorandum of Understanding with the NH DOT for review of access points and other techniques as recommended in the NRPC *Access Management Guidelines*, 2002.
- The Town should utilize traffic calming measures where appropriate based on traffic flow and right of way constraints to direct and control traffic through neighborhoods.
- The Planning Board should maintain close contact with the NH DOT to ensure ample opportunity for public and Town input regarding any planned changes to state roads within Hudson or routes feeding traffic into Town.
- The Town should consider utilizing the State's scenic designation statute to preserve the rural integrity of specific roads, with input from the Town's Highway Safety Committee and the public.
- The Town should work with NRPC and NH DOT to continue to study regional traffic patterns.

Road and Sidewalk Layout

Local residential streets should be designed with consideration to the needs of children, pedestrians, and bicyclists. A residential street with pavement width of 20 feet is sufficient to allow for emergency vehicle access with *no* on-street parking. A pavement width of 24 to 26 feet is sufficient for a residential street to allow for emergency vehicle access *with* on-street parking. Hudson's subdivision and site plan regulations should be designed to accomplish the following.

- Provide a well connected, interesting pedestrian network. Convenient and safe pedestrian access to schools, shopping, recreation, employment and other destinations should be provided. This may include the development of an interconnected pedestrian pathway system. The Town should reconsider its 4 foot width requirement for sidewalks. The Americans with Disabilities

Act (ADA) guidelines call for a minimum sidewalk pavement width of at least five feet. Sidewalks on high volume roads should be required to be at least eight feet wide with a three foot landscaped buffer between the curb and paved surface. This buffer provides a margin of safety between the pedestrian flow and high speed and high volume traffic.

- Provide convenient access for people who live on the street, but discourage through traffic; allow traffic movement, but do not facilitate it. Traffic control measures should be considered to eliminate extensive through traffic on local streets. The Town should consider traffic calming measures on streets that serve as cut throughs in neighborhoods. The traffic calming measures should be implemented with input from the Town Highway Safety Committee and the public.
- Differentiate streets by function. Streets should be clearly distinguished within the network in terms of the functional differences between local residential streets and major collectors or arterials in the overall street design.
- Relate street design to the natural and historical setting. Street design should relate to and express the terrain, natural character, and historic traditions of the locale. Irregularities of a site such as large rocks or trees and slopes should be incorporated rather than removed. Street details including curb design, sidewalk paving or signs must relate to the regional vernacular rather than being anonymous from a handbook.
- Reduce impervious surfaces by minimizing the amount of land devoted to streets. There are several factors that should shape a plan including a design concept, on-street parking needs, traffic volumes and land constraints (steep slopes, wetlands, etc.). Narrower residential streets reduce the amount of impervious surfaces and allow for better groundwater recharge.

Access Management

NH 3A and NH 102 represent the main north-south roadways in Hudson. NH 111 serves as the main corridor for east-west travel. In order to preserve the existing road capacity and to enhance safety for vehicles entering and exiting driveways, access management techniques should be applied to Hudson's major corridors including NH 3A, NH 102, NH 111 and Dracut Road. The Town should coordinate access management policies with NH DOT's access management initiatives. The following general access management techniques can be implemented through the subdivision, site plan and/or driveway regulations, and/or the zoning ordinance:

- Reduce the number of curb cuts along arterials and encourage the use of common driveways.
- Encourage the development of service roads parallel to arterials that allow for access to adjacent commercial developments.
- Require developers to fund road improvements such as turn lanes, medians, consolidation or alignment of access points and/or pedestrian facilities that reduce the impedance of through traffic.
- The minimum distance allowed between curb cuts along roads and arterials should be at least the minimum distances recommended in Table V-14 on Page 24 above. With the exception of a

100-foot minimum separation between driveways and intersections, there are no minimum driveway separation requirements in Hudson's subdivision or site plan regulations.

Safety

The Town should consider further detailed studies for the highest crash rate intersections to develop improvements and strategies to reduce accidents. The Town of Hudson Highway Safety Committee should consider requesting that the NH DOT perform safety studies for the highest crash rate intersections. The studies should include collision diagrams and an analysis of the physical road features and traffic control, road conditions at the time of the crashes (latest three years), the severity of the crashes, and a summary tabulation of crashes. Any further detailed crash studies should include input from the public and include the following six steps:

1. Identify the locations that are candidates for improvements.
2. Quantify the main crash trend(s) at a particular location.
3. Determine the source of the problem(s).
4. Evaluate types of improvements to address the crash problem(s).
5. Obtain an expert opinion about safety improvement(s).
6. Obtain funding to implement a safety improvement.

Alternative Transportation Modes

The Town should work with the NRPC, NHDOT and neighboring communities to encourage alternative modes to single occupancy auto use to help decrease traffic congestion and provide greater choices for Hudson commuters. Specific recommendations are provided below.

- Work with the NRPC and the Nashua Transit System to explore extending a bus route from downtown Nashua to south Hudson to serve the Sagamore Business Park and other destinations along Lowell Road and to connect to the terminus of an existing Lowell Regional Transit Bus that stops at Ayotte's Market on the Hudson/Massachusetts border.
- Hudson should support efforts to extend the commuter rail line from Boston and Lowell to New Hampshire. The commuter rail sites identified by the NH DOT on Daniel Webster Highway in South Nashua and on Crown Street in Nashua are both a short driving distance for most Hudson commuters. This would likely increase housing demand within walkable distances of these areas where transit-oriented development patterns may be appropriate (e.g. vicinity of Library Common). This would also require improvements to the regional infrastructure that would support the potential rail stations.
- The Town should explore the option of working directly with large employers in the Town to coordinate the alternative modes initiative. Large employers have a significant impact on traffic in the Town and reduction in work trips to those locations will result in the greatest possible reduction in traffic.

Electric Vehicles

Hudson should develop an Electric Vehicle (EV) Charging Station implementation plan with a focus on key public facilities including the Municipal facilities, schools and certain commercial sites. Consider amending the Site Plan Review Regulations to require EV charging stations at large commercial sites and multi-family developments.

New Hampshire is poised to experience a rapid increase in Electric Vehicles (EV) over the next 10-15 years. Tourism is the 2nd largest industry in the state, bringing EVs from other states to our downtowns, state parks and other popular destinations. EV adoption is much higher in neighboring states (especially Massachusetts), and they are driving into New Hampshire. Where will they charge? Charging infrastructure, and its fee structures, can influence the places they visit. As EV owners plan their trips (whether it is daily or a vacation), they will look for charging infrastructure to determine where to get groceries, shop, eat dinner, or vacation.

On May 30, 2018, New Hampshire Senate Bill 517 (SB 517) was passed establishing the Electric Vehicle Charging Stations Infrastructure Commission to make recommendations on various policies, programs and initiatives related to the use and support of zero emission vehicles in New Hampshire.

When planning for EV locations plans should consider:

- Currently available electrical service. EV charging stations may require additional circuits and electrical capacity at municipal sites. All new charging station installations should have a load analysis performed on the facility's electrical demand to determine if there is capacity to add EV charging stations. AC Level 2 stations will need a dedicated 240-volt (40 amp) circuit and upgrading electrical service may be necessary.
- Distance between the electrical panel and the charging station. A longer distance between the electrical panel and the EV charging station means higher installation costs because it increases the amount of necessary trenching (and repair), conduit, and wire. It is desirable to minimize the distance between the electrical panel and EV charging station as much as possible while also considering the location of the charging station on the property.
- Location of charging station on the property. Do you want the EV charging stations close to the entrance of building(s) to incentivize EV drivers, or out of the way to maximize the number that can be installed? Consider the impact of placing the charging station at a particular location on the property. Placing charging station spaces away from a building might discourage their use, but other customers may be upset if a charging station is installed in prime parking spaces that often remain vacant because there currently are fewer EV drivers.
- Consider the location of existing infrastructure. Construction costs are largest added expense for EV charging stations, and the cost differential depends on the work required. Existing elements such as landscaping, walkways, curb cuts and other structural elements should be considered in site plan for EV charging stations. These elements add costs for removal or relocation, in addition to acting as barriers to accessible charging. Trenching, curb cuts and drilling through hardscaping or structural elements to add new conduits to connect EV charging stations to

power sources can also be cost prohibitive. When possible, consider trenching through landscaping, although the EV charging stations should always be mounted on a concrete or other solid surface pad and protected from traffic.

- Availability of networks and communications. Most public EV charging stations will contain an advanced metering system and link to a network that tracks usage, bills customers, and manages electrical loads. Some EV charging stations will connect to telecommunications networks using wi-fi, Ethernet or cellular connections. This type of communication is especially important for managing user messaging and other advancements in technology that regulate information about available charging stations and when a driver's charge is complete. Complications for network connections arise in garages, where repeaters may need to be installed to guarantee network signals. Potential installation sites should be assessed for their network connection ability.
- Accessibility standards still apply. The US Access Board has basic guidelines for how to make EV charging stations parking spaces accessible. Spacing requirements are detailed within their guide and other design guidelines.
- Consider general parking lot management practices. As with any parking area, please consider best practices when installing the EV charging stations such as installing and maintaining adequate lighting (especially where and when stations are available for use 24 hours a day), providing clear signage, and keeping the area maintained (i.e., cutting away vegetation and keeping snow cleared)."

Bicycle/Pedestrian Infrastructure Recommendations

The following recommendations and priorities are meant to encourage pedestrian and bicycle travel in Hudson. They should be considered whenever maintenance, rehabilitation or new construction occurs within the right of way of any street in Hudson. This will allow multimodal accommodations to be implemented on a gradual basis over time as part of the road maintenance and/or town capital improvement program. This will also minimize the cost of bicycle and pedestrian infrastructure improvements.

Regulatory

It is recommended that bicycle and pedestrian improvements be achieved through Site Plan Review and Subdivision Regulations. The Planning Board should therefore incorporate the design guidelines suggested in this document into those ordinances. In addition to the proposed design guidelines, regulations could call for internal sidewalks at commercial properties, the interconnectivity of adjacent commercial and/or multifamily properties (both for vehicles and pedestrians), and the dedication of sidewalk rights of way along key corridor and local roads where insufficient space exists within the current public right of way.

Planning Studies

The Town should consider detailed corridor studies to determine the specific design treatments, costs, and engineering that will be necessary to improve conditions for bicycle and pedestrian travel. The following key corridors are candidates for in-depth corridor studies:

- Central Street from Taylor Falls Bridge to Kimble Hill Road
- Lowell Rd/NH3A from Central Street to Dracut Road
- Derry Road from Taylor Falls Bridge to Old Derry Road
- Ferry Street from Taylor Falls Bridge to Central Street

Physical Improvements

The Town should adopt a consistent roadway cross section along all key corridors like those described in the design guidelines section of this document. This cross section should be considered whenever maintenance, rehabilitation or new construction occurs within the corridor right of way. This will allow multimodal accommodations to be implemented on a gradual basis over time as part of the road maintenance and/or town capital improvement program. As explained earlier in this document, painted bike lanes are not recommended. Instead, the following recommendations incorporate design guidelines that encourage roadway treatments that provide clearly defined spaces for all modes which will provide more incentive for non-motorized users.

Sidewalks and Side Paths

Sidewalks or side paths should be required on both sides of the road in the downtown area and along all key corridors a (see priorities below); sidewalks should be to ADA standards and should be a minimum of 5 feet wide with minimum 6" granite curbing. Where right of way allows, minimum 8-foot wide, bidirectional side paths should be considered.

Travel Lanes and Enhanced Shoulders

- Use pavement markings to define 10-foot-wide travel lanes wherever possible.
- Use the additional shoulder width to accommodate bicycles.
- Enhanced shoulders should be used on local roads where traffic volume approaches 5,000 AADT and prevailing speed is greater than approximately 30 MPH.
- Use FHWA-approved color to define shoulders.

Crosswalks

- Best practices should be used when considering installation or upgrades to crosswalks.
- Existing crosswalks should be maintained or upgraded as noted in the following priorities section.

- New crosswalks should be installed as noted in the following priorities, and through additional public outreach.

Traffic Calming (alternative road surfaces, raised crosswalks, edge friction, sidewalk bump outs, etc.)

- Traffic calming treatments should be considered where motor vehicle operating speeds exceed posted speed by @ least 5 MPH
- Speed studies along key corridors should be undertaken to identify where traffic calming is needed.

Hudson Boulevard Multi-Purpose Path

The Town should prioritize the development of a 10-foot-wide (minimum), bidirectional, non-motorized, multi-use path along the right-of-way that is reserved for the future construction of the Hudson Boulevard. The path should be designed to accommodate the future construction of the Boulevard. This path would provide access from neighborhoods along the corridor to nearby recreational and employment opportunities. Recreational attractions include nearby Benson Park, Musquash Recreational Area, and the Hudson Town Forest. Employment attractions include the large industrial park near the Sagamore Bridge and the future Target flow distribution center at the former Green Meadow Golf Club. If NH DOT disposes of the Right-of-Way, the land should still be planned for this path as part of future development and/or conservation efforts.

Litchfield's Albuquerque Avenue multi-use path is a good example of a successful development process. In 2007, Litchfield secured funding to construct an eight-foot wide pedestrian path/bikeway along this two-mile corridor. The path runs parallel to Albuquerque Ave on the westerly side of the road between Route 3A and Hillcrest Road and where it then shifts to the easterly side. Construction of the path leveraged approximately \$470,000 in federal grant funds together with \$18,500 of local money for design and construction.

Since its completion in 2010, the Albuquerque multi-use path has become a valuable community asset. Throughout the day, the path serves a wide range of users including early morning joggers, evening strollers, people walking dogs, people biking and students walking to Campbell High School. In addition to the High School, the path connects two Town parks and a golf course as well as the Town Hall/Police Station and Fire Department complex.

Kimball Hill Road

Benson Park is an important community asset and connections along Kimball Hill Road are an important component of a complete non-motorized network in Hudson.

- Sidewalks and side paths:
 - Wherever right of way allows, incorporate a minimum 8-foot wide, bidirectional side path with a 5-foot buffer along one edge of the road from Central Street, past the Benson Park entrance, ending at Bush Hill Road.

- Enhanced Shoulders:
 - Minimum 4-foot wide terra cotta-colored shoulders on both sides of Bush Hill Road to the vicinity of the Hudson Town Forest.
 - Rumble strips should be included between travel lanes and painted shoulder, where appropriate, and where the sound will not disturb residential areas.

Connections to Musquash Conservation Area and Hudson Town Forest

In future road construction projects and where right-of-way exists, the Town should prioritize access to the Musquash Conservation Area and the Hudson Town Forest in the following manner:

- Enhanced Shoulders:
 - Minimum 4-foot wide terra cotta-colored shoulders on both sides of Musquash Road and Kimball Hill Road. Rumble strips should be included between travel lanes and painted shoulder, where appropriate, and where the sound will not disturb residential areas.

Improvements to Key Corridors

Central Street Corridor: Taylor Falls Bridge to Kimball Hill Road

- Sidewalks and side paths:
 - *Taylor Falls Bridge to Lowell Road intersection* – maintain the existing sidewalks on both sides of the road and upgrade to a minimum of 5 feet wide and 6” granite curbing in future road upgrades.
 - *Lowell Road to Burnham Road* - maintain the existing sidewalks on both sides of the road and upgrade to a minimum of 5 feet wide and 6” granite curbing in future road upgrades.
 - *Burnham Road to Kimball Hill Road* – incorporate minimum 8-foot wide, bidirectional side path along southeast edge of Road.
- Enhanced Shoulders:
 - Minimum 4-foot wide terra cotta-colored shoulders on both sides of Central Street for entire length of corridor between Taylor Falls Bridge and Burnham Road intersection. Rumble strips should be included between travel lanes and painted shoulder, where appropriate, and where the sound will not disturb residential areas.
- Signalized intersections
 - Library Street – upgrade to include signalized pedestrian phase for all legs. Incorporate best design practices for accommodating bicycle passage through intersection
 - Lowell Rd – upgrade to include pedestrian phase for all legs. Incorporate best design practices for accommodating bicycle passage through intersection.

- Burnham Road/Central Street - upgrade to include pedestrian phase for all legs. Incorporate best design practices for accommodating bicycle passage through intersection.
- Memorial Drive (Hudson Memorial School entrance)
 - Crosswalks at this intersection should be upgraded to communicate to motor vehicle operators that extreme caution is needed when children are present. Raised crosswalks, alternative materials, colored pavement or other best practice should be used.
- Crosswalks on Central Street
 - Use best practices to ensure that all crosswalks in the corridor provide incentive for pedestrian travel.
 - Upgrade crosswalks on all side street approaches to the corridor.
 - Install crosswalks on Central Street to provide pedestrian access across the corridor at key locations. Locations to be determined during future public outreach.
- Travel Lanes
 - Use pavement markings to define 10-foot-wide travel lanes wherever possible.
 - Use the additional shoulder width to accommodate bicycles.

Ferry Street (NH111) Corridor: Derry Street to Central Street (including Burnham Road)

- Sidewalks and side paths:
 - *Derry Street to Gloria Avenue* – maintain the existing sidewalks on both sides of the road and upgrade to a minimum of 5 feet wide and 6" granite curbing in future road upgrades.
 - *Gloria Avenue to George Street* – incorporate sidewalks on both sides of the road and at a minimum of 5 feet wide and 6" granite curbing in future road upgrades.
 - *George Street to Central Street* – incorporate a minimum 8-foot wide, bidirectional side path along one edge of the road.
 - It is also recommended that wherever right of way allows a side path should be considered as an alternative to sidewalks.
- Enhanced Shoulders:
 - Minimum 4-foot wide terra cotta-colored shoulders on both sides of Ferry Street for entire length of corridor between Derry Street and George Street intersection.
 - In the short term, extend enhanced shoulders all the way to Central Street intersection. Remove when side path is incorporated into the pavement cross section.
 - Rumble strips should be included between travel lanes and painted shoulder, where appropriate, and where the sound will not disturb residential areas.
- Signalized intersections

- @ Library Street – upgrade to include signalized pedestrian phase for all legs. Incorporate best design practices for accommodating bicycle passage through intersection.
- @ Central Street/Burnham Road– upgrade to include pedestrian phase for all legs. Incorporate best design practices for accommodating bicycle passage through intersection.
- Crosswalks on Ferry Street
 - Use best practices to ensure that all crosswalks in the corridor provide incentive for pedestrian travel.
 - Upgrade crosswalks on all side street approaches to the corridor.
 - Install crosswalks on Ferry Street to provide pedestrian access across the corridor at key locations; locations to be determined during future public outreach.
- Travel Lanes
 - Ten-foot travel lanes along entire corridor

Lowell Road (NH3A) Corridor

- Access Management:
 - Numerous driveways and the associated curb cuts pose challenges to improving biking conditions along this corridor. Some improvement could be achieved if access management practices were implemented to consolidate driveways and cut down on the curb cuts. It is recommended that a corridor study be undertaken to determine how access management principles could be implemented.
- Sidewalks and side paths:
 - Wherever right of way allows, incorporate a minimum 8-foot wide, bidirectional side path along one edge of the road.
 - *Central Street to Birch Street* – maintain the existing sidewalks and upgrade to a minimum of 5 feet wide and 6" granite curbing in future road upgrades and include sidewalks on both sides of road where there are currently sidewalks on only one side.
 - *Birch Street to Pelham Road, and Nottingham Square to Executive Drive* – follow through on plans (NRPC 2019-2045 Metropolitan Transportation Plan) to incorporate sidewalks along these segments.
- Signalized intersections:

Pelham Road, Fox Hollow Drive, Executive Drive, Executive Drive, Hampshire Drive, Wason Road intersections – maintain the existing signals including pedestrian phases.
- Crosswalks on Lowell Road:
 - Use best practices to ensure that all crosswalks in the corridor provide incentive for pedestrian travel.

- Upgrade crosswalks on all side street approaches to the corridor.
- Install crosswalks on Lowell Road to provide pedestrian access across the corridor at key locations. Locations to be determined during future public outreach.
- Travel Lanes
 - Ten-foot travel lanes along entire corridor

Derry Road Corridor

- Sidewalks and side paths:
 - Wherever right of way allows, incorporate a minimum 8-foot wide, bidirectional side path along one edge of the road. The segment between Elm Avenue and Old Derry Road could most likely accommodate this type of roadway cross section.
 - *Ferry Street to Elm Avenue* – maintain the existing sidewalks and upgrade to a minimum of 5 feet wide and 6" granite curbing in future road upgrades and include sidewalks on both sides of road where there are currently sidewalks on only one side. Fill in sidewalk gap between Hudson Mall shopping Center and Phillips Drive (north entrance).
 - *Elm Avenue to Old Derry Road* – complete sidewalk system between Marsh Road to Towhee Drive which will complete the sidewalk connection between the schools, library, and downtown Hudson.
- Signalized intersections:
 - *Highland Road intersection* – maintain the existing signals including pedestrian phases.
 - *Hudson Mall Entrance* – incorporate pedestrian phase.
 - *Elm Avenue* – incorporate pedestrian phase.
- Crosswalks:
 - Use best practices to ensure that all crosswalks in the corridor provide incentive for pedestrian travel.
 - Upgrade crosswalks on all side street approaches to the corridor.

Land Use

Participants in community outreach efforts indicated a desire for a balanced, planned approach to Hudson's land use development, with goals including:

- More open space conservation and protection in new developments.
- Focus commercial and industrial development within existing commercial/ industrial areas.
- Encourage reuse or redevelopment of existing commercial buildings and sites rather than on undeveloped land.
- Improve design standards landscaping, architecture, and site design.

In response to these goals, there are several land use strategies in pursuit of a balanced, livable, and economically sustainable community:

1. Examination of the lands currently zoned as General and General-1 for their suitability to be appropriately zoned to produce results expected and desired by the community. While much of these lands have organically developed residentially, other areas may be more suitable as commercial, business or light industrial zones. As part of this analysis, identify opportunities to create transition areas or buffer areas between incompatible land uses.
2. Create opportunity for growth within existing, developed commercial areas and other areas suitable for commercial activity by:
 - a. Reviewing the existing Business zone and consider re-establishing different types of Business Districts based on community character and their relationship with the development patterns they abut, for example town core areas versus auto-oriented areas.
 - b. Considering the development of a mixed-use, village district or overlay zone that incentivizes the redevelopment or rehabilitation of existing business areas and corridors.
 - c. Design redevelopment or rehabilitation of existing business or retail areas that relate to the neighborhoods they enjoin through pedestrian connectivity, open spaces, landscape and architecture.
 - d. Enhancing opportunities for more desirable aesthetics and development types by implementing elements of form based code, or developing design guidelines and landscape standards that correspond to the desired character on a neighborhood or district basis.
 - e. Examine and potentially relocate district boundary lines of Business zone(s) considering the development history and context of existing uses.
3. Explore the potential for mixed-use development of areas of community enjoyment, leisure and entertainment that harnesses the unique and finite resource of riverfront property.
4. Develop an open space plan for current Town-owned land and priority areas that focuses on connectivity for wildlife and recreation as well as walkability within and between neighborhoods.
5. Identify development constraints and future utility and infrastructure needs of both existing businesses and burgeoning industries to identify opportunities to foster sustainable economic growth.

Historic Resources

Hudson's historic resources are irreplaceable assets that help to define the community and create a distinct sense of place. Some of these resources, such as the historic buildings at Benson Park, are

among Hudson's best-known features and most popular attractions. Notably, the largest concentrations of historic buildings and sites in Hudson are in the areas of Hudson Bridge around Library Park and Hudson Center which includes what is left of Hudson's 18th century Town Common. As can be seen in Chapter I - Community Vision & Goals, the creation of a defined town center or downtown for Hudson is one of the Master Plan's most important goals. Both the Hudson Bridge and Hudson Center areas have the potential to provide the functions that are commonly associated with New England town centers including small central open spaces or town commons that are populated with multiple monuments and memorials. One of the key elements of town centers, however, this point, both areas are largely drive-by locations that are visited and enjoyed by few residents. Preserving and protecting historic buildings and sites within these areas and enhancing public access to and use of their common open spaces would provide broad benefits to the entire community. The following recommendations are designed to provide alternatives to preserve and protect Hudson's historic buildings and sites with an emphasis on the Hudson Bridge and Center areas.

- Consider creating local historic districts in the vicinity of the Hudson Bridge area and the Hudson Center area with the latter to include the remaining section of the Town Common and the Old Hudson Center Cemetery. Local historic districts provide among the highest levels of protection for historic areas while maintaining local control. Creation of the districts would also necessitate the creation of a Heritage Commission or Historic District Commission to administer district regulations and become part of the Town's Design Review Process.
- Provide improved bicycle and pedestrian accommodations in Hudson Center including sidewalks on both sides of Central Street and a signalized crosswalk at the intersection of Kimball Hill Road and Central Street to connect the historic buildings and residential areas on the northwestern side of NH 111 with the old Town Common and Benson Park. A sidewalk or widened shoulder should also be provided along Kimball Hill Road to connect the old Town Common with Benson Park.
- Enhance the use and appreciation of the old Town Common, the historic Old Center Cemetery and its various monuments and points of interest. In addition to the sidewalk and crosswalk improvements noted above, consideration should be given to providing a few well-placed parking spaces on or adjacent to the site to accommodate visitors. Consideration should also be given to installing interpretive signage to describe the historic features of the site and split rail or decorative fencing along NH 111 to provide a greater sense of security. Adding picnic tables would also enhance the visitor experience and could both leverage and benefit the adjacent Super Sub restaurant.
- Provide enhanced pedestrian connections to Library Park including a signalized crosswalk at the intersection of Ferry and Derry Streets at Highland Street and the intersection of Derry and Ferry Streets. with an emphasis on connections to Library Park.
- Enhance the use and appreciation of Library Park together with its gazebo, monuments, and other points of interest. In addition to the sidewalk and crosswalk improvements noted above, consideration should be given to installing decorative fencing along Derry and Ferry Streets to provide a greater sense of security for park users. As with the old Town Common, adding interpretive

signage and picnic tables could also enhance the visitor experience, though limited seating is currently available.

- Consider designation of select local roads for protection under the scenic road provisions of RSA 231:157, which provides protection for trees and adjacent stone walls that provide a foundation for Hudson's enduring rural New England character.
- Institute a historic sign or marker program through the Historical Society or other body to identify historic homes and site throughout the town to enhance appreciation of Hudson's history and culture and to instill pride of ownership.
- Provide more specific standards for design control in the Town's Nonresidential Site Plan Review regulations for key historic corridors such as the Hudson Center and Hudson Bridge areas.
- Consider joining the Certified Local Government (CLG) Program.

Community Facilities

Overall, Hudson residents express a fairly high level of satisfaction with Town and School District facilities, and facilities such as Benson Park, the Library, the Senior Center, and Community Center. Residents also emphasized the importance of continuing to invest in and maintain existing facilities and suggested several specific improvements to various Town and School facilities. The following recommendations are derived from resident input as well as input from other sources including the 2020 Capital Improvements Program and other existing improvement plans.

Town Hall

Improvements to the Town Hall are necessary to meet existing needs and to accommodate future growth as well as to provide adequate security, efficiency, and accessibility. Any future expansion of the existing building should include elevator access to the lower level and improved connections between the lower levels of the east and west wings. Should a relocation scenario be pursued, alternative locations should be identified that could advance the goal of developing a defined town center for Hudson.

Library

The Rogers Library is a relatively new facility and one of Hudson's most highly regarded municipal facilities. The location in the north-western part of town, however, is a bit out of the way for residents who live in the south and southeastern parts of Hudson and existing meeting space is limited. Consideration should be given to increasing the use of the former Hills Memorial Library, especially for meeting space and expanded programming. The historic former library building is more centrally located and is currently used on a limited basis only.

Parks & Recreation

- Benson Park: Maintaining and improving upon Benson Park should continue to be a top priority for the Town of Hudson. Given its popularity, consideration should also be given to expanding

the park through the acquisition of vacant and underutilized properties to the northwest and southwest.

- Robinson Pond: Given the popularity of Robinson Pond, protecting its water quality should remain a high priority for the town, and consideration should be given to acquiring adjacent underdeveloped land to enhance its long-term protection. Acquiring parcels adjacent to Benson Park and Robinson Pond would also be consistent with Master Plan *Natural Resources* goals (see Chapter I – Community Vision & Goals and Chapter III – Natural Resources) to “Expand Conservation areas and increase open space” and “Build on existing open space assets such as Benson Park and Robinson Pond.”
- Merrill Park: Given the importance of Merrimack River access to the community, every effort should be made to obtain necessary funding through grants and other sources to develop and implement a site clean-up and improvement plan for Merrill Park that includes a boat ramp, passive recreation areas, and adequate parking.
- Library Park: Though small, Library Park serves as a town or village green for Hudson and its use should be promoted through enhanced pedestrian access including signalized crosswalks from the northeast corner of Fulton and Ferry Streets to the southwestern corner of the park and a crosswalk to the northern tip of the park from the southwestern corner of Highland and Library Streets. Increased amenities such as additional benches should also be provided, and consideration should be given to installing ornamental fencing along the Derry and Ferry Street sides of the park to enhance the safety and security of park users. Additional programming, especially with regard to the bandstand, should also be considered.
- Senior Center: The Hudson Senior Center is well used and viewed favorably by the community. Given that Hudson’s senior population (65+) is projected to be its fastest-growing population group, ensuring that the facility has the capacity to meet demand should be a priority and future facility expansion, or the development of a satellite facility may be required.

Schools

No significant increase in school-age children is anticipated in Hudson in the foreseeable future that would warrant the construction of an additional school or significant school facility expansions. The Palmer CTE facility was recently renovated and expanded, and the School District is seeking voter approval for renovations of Alvirne High School. Remaining facility needs are largely focused on maintenance such as roof replacements and athletic field improvements. A focus on continued investments in school facility maintenance and improvements is prudent and should continue.

Sewer

Given limitations on available sewer capacity, the Town should limit future sewer connections to properties within the existing sewer service area except where the expansion of the service area is closely tied to Hudson’s land use and economic development goals.