



City of Hudson

Comprehensive Plan



Department
of State



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Foreword

From the Office of the Mayor

The City of Hudson stands at a pivotal moment. As we look ahead to the next chapter of our shared future, we recognize the need for a renewed vision—one that reflects who we are today and who we aspire to be. This Comprehensive Plan is that vision.

Since the adoption of our last Plan in 2002, Hudson has experienced profound change. The rise of remote work, short-term rentals, and shifts in our local economy have created new opportunities, but also brought forward challenges—particularly around affordability, housing access, and social connection. It became clear that we needed a plan not only grounded in today’s realities, but also shaped by the voices of our community.

Over the course of a year, we hosted 19 public engagement moments, including community workshops, visioning sessions, and surveys. A dedicated Steering Committee—including residents from historically underrepresented communities in Hudson—helped guide the process to ensure that every voice had the opportunity to be heard. This Plan prioritizes equity and justice not just in how it was created, but in what it sets out to achieve.

You will find recommendations here that go beyond traditional land use and infrastructure planning. This Comprehensive Plan centers anti-displacement strategies, age-inclusive policies, and sustainability as core components of Hudson’s future. It also

embraces ideas that support the soul of the City—strengthening the arts, expanding opportunities for residents to connect, and fostering more inclusive and welcoming social spaces.

Importantly, this Plan was built with deep respect for the planning work that has come before it. Rather than replace the many initiatives adopted in recent years, this Comprehensive Plan incorporates them—twelve in total, representing over 1,360 pages of planning and community insight. It serves as a framework to align these efforts and move forward with clarity and purpose.

To everyone who shared their ideas, their time, and their vision—thank you. This Plan belongs to all of us, and it reflects the strength, creativity, and resilience of Hudson.



A handwritten signature in black ink, appearing to read 'John'.

Kamal Johnson, Mayor
City of Hudson



*Photo: Community Visioning Session III
Courtesy of Jayden Cross*

Acknowledgments

We are grateful to every Hudson resident that shared their experiences and perspectives over the course of the comprehensive planning process. We would like to give a special acknowledgment to the following people, without whom the Comprehensive Plan would not have been possible:

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Gary Purnhagen
Margaret Morris

2nd Ward
Dewan Sarowar
Mohammed Rony

3rd Ward
Shershah Mizan
Lola Roberts

4th Ward
Jennifer Belton
Rich “Trixie” Volo

5th Ward
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Executive Summary

1. Introduction

Hudson’s new Comprehensive Plan comes at a critical moment. The existing Comprehensive Plan is over 20 years old and no longer fully reflects the challenges and opportunities that Hudson faces today. From the rise of short-term rentals to the expanded possibility of remote work, the context that guides Hudson’s land use priorities has changed. Led by Public Works Partners and SLR Consulting and guided by a 14-member steering committee of community voices, this plan is the city’s first major update since 2002. With support from a New York Department of State Smart Growth Grant, Hudson now has an informed framework to guide decision-making in a rapidly changing regional and environmental context.

This plan is also not a “refresh” or an “update” of an existing effort. The foremost goal of the previous 2002 Plan was to “Protect the Traditional Character of Hudson’s Downtown and Neighborhoods,” with objectives focused on historic preservation, design, and waterfront access. Over the course of this new plan’s development, residents consistently expressed concern with housing affordability and the overall cost of living. This observation bore out for residents new and old and across a range of socio-economic backgrounds. Whereas the prior plan chose to center historic preservation and design, the imperative of Hudson 2035 is to ensure that the benefits of a resurgent and thriving Hudson are shared among all community members.

2. Planning Process

This comprehensive planning process began in January 2024. The project team conducted an analysis of existing conditions that culminated in the Community Profile report, which provided an overview of Hudson’s population, housing, economy, and physical environment. Findings in the report established a baseline understanding of the City of Hudson in 2024 for the project team to spark productive conversations about the city’s future. Some of these findings include the following:

- Overall population is declining and aging
- There is more racial and ethnic diversity in Hudson than Columbia County, but Hudson’s racial composition has experienced significant change, most notably with a 40 percent decrease in Black and African American residents
- Public school enrollment is declining
- Income inequality within Hudson has increased since 2010—when adjusted for inflation median household income declined while average household income remained the same
- Hudson has a variety of housing types; however, it is an aging housing stock, and only 229 homes have been built since 1990
- Twenty-five percent of Hudson’s housing stock is vacant, second homes, or vacation rentals.
- Market home prices and rents exceed what is affordable for households at median income
- Most people who work in Hudson live elsewhere, and most workers who live in Hudson work elsewhere
- Resident employment in arts, entertainment, recreation, accommodation, and food services has more than tripled since 2012

In April 2024, the project team began holding regular meetings with the project Steering Committee, composed of a diverse array of Hudson residents. This group helped the project team to engage with traditionally underrepresented populations, ensuring a broad range of perspectives informed the final plan. The Steering Committee also served as an essential sounding board throughout the planning process.

From the outset, three core principles emerged as non-negotiable guides for the plan’s development:

Prioritize equity and inclusion

Project stakeholders, including the Steering Committee and City officials, were committed to meaningful engagement with Hudson’s historically under-represented populations, ensuring their perspectives informed the final plan. Likewise, during the first community vision workshop, participants selected “equity” as the top value to guide the plan’s development, emphasizing its importance.

Plan for all Hudson residents

In order to improve the quality of life for all of Hudson, the planning process centered the perspectives of new, long-term, and recently displaced Hudson residents equally. In practice, this meant elevating the voices and experience of Hudson’s diverse residents while recognizing the need for reparative approaches that address unjust

policies, ones that have shaped Hudson and numerous cities throughout the country.

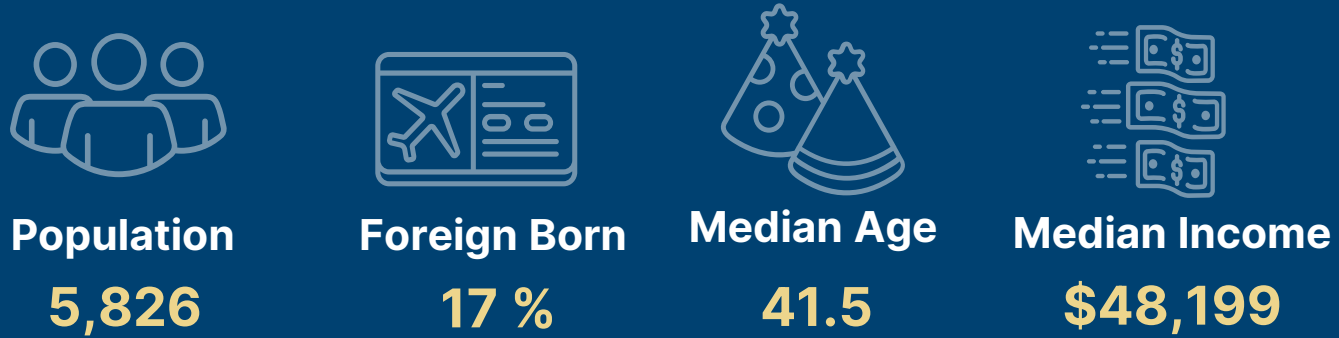
Balance feasibility and ambition

While building consensus may at times seem challenging, there was agreement throughout on one topic: residents wanted a realistic plan that could be implemented, rather than an overly ambitious plan that would sit on a shelf. This desire to balance feasibility with ambition reflects some of the difficulties Hudson faced when implementing the 2002 Comprehensive Plan.

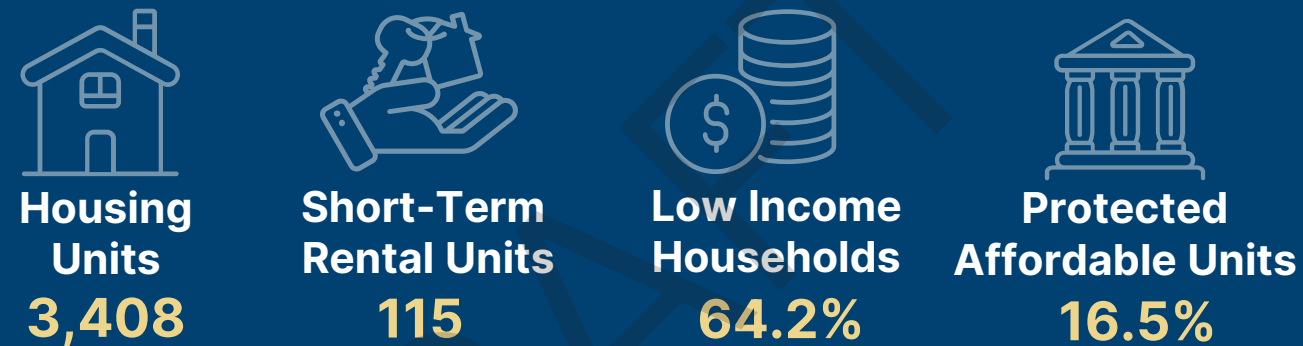
After having a clear set of defined principles, community engagement followed in the Spring, commencing with a Community Preference Survey that was distributed to residents between May and mid-July. This was followed by community visioning sessions, focus groups, and a range of other in-person and virtual spaces for participation. By the end of 2024, the project team had amassed a myriad of potential recommendations for the plan. Hudson residents reviewed and critiqued the initial recommendations at the third and final community workshop. With that input, paired with additional research, interviews, workshops, and focus groups, the project team further honed the recommendations into those presented in this Comprehensive Plan.

Hudson by the Numbers

DEMOGRAPHICS



HOUSING



LEADING INDUSTRIES BY EMPLOYMENT

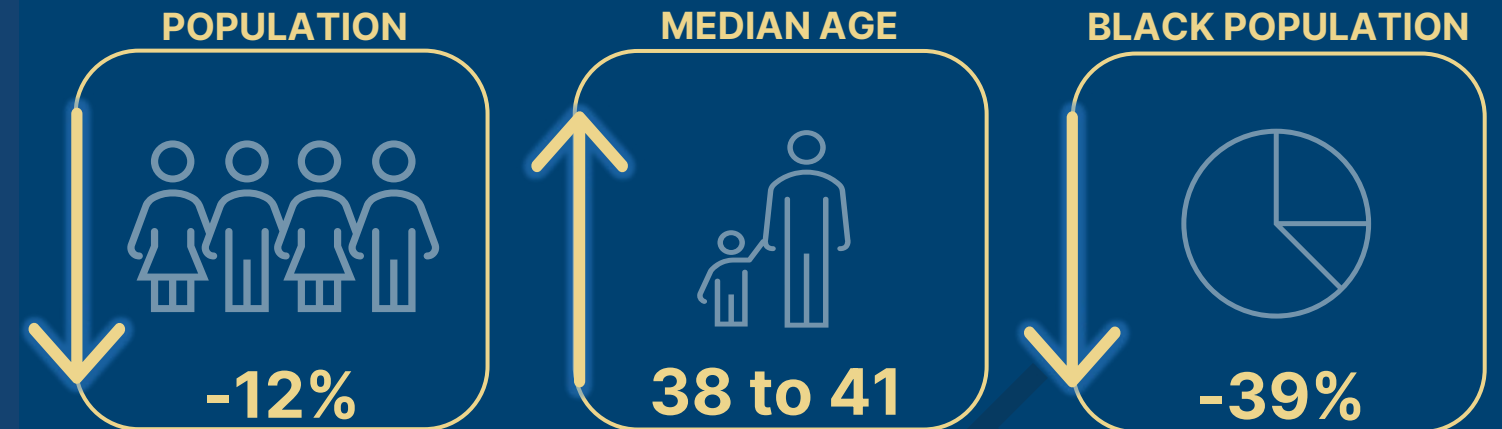


COMMUNITY ASSETS

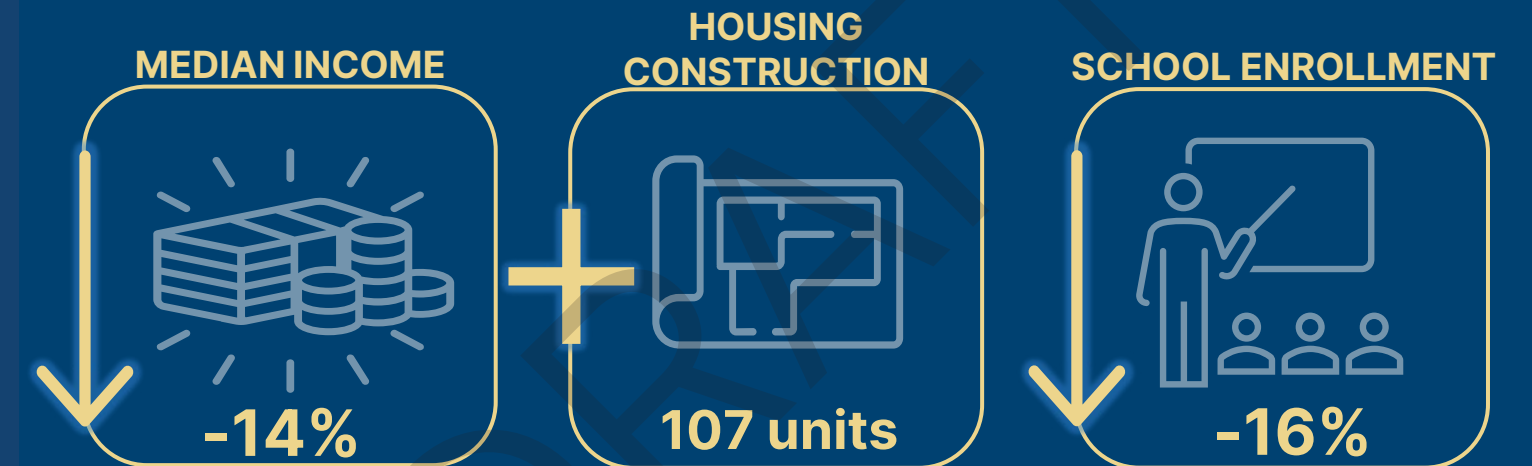


Hudson Trends

2010 to 2020

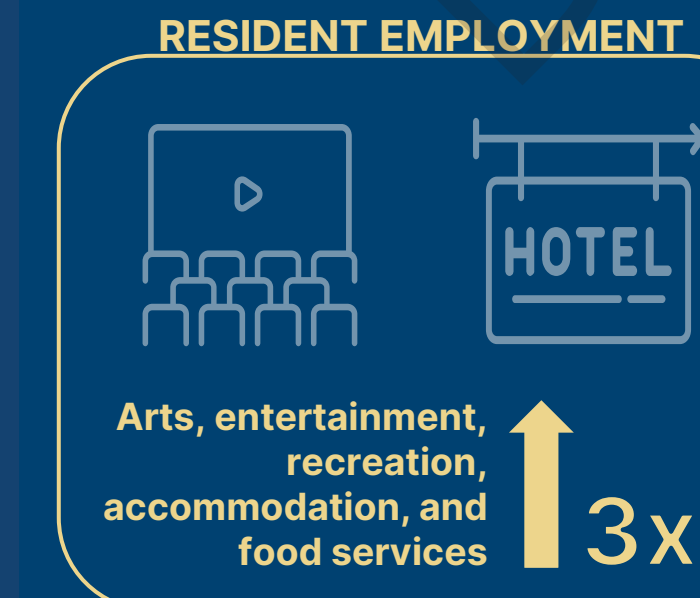


2010 to 2022

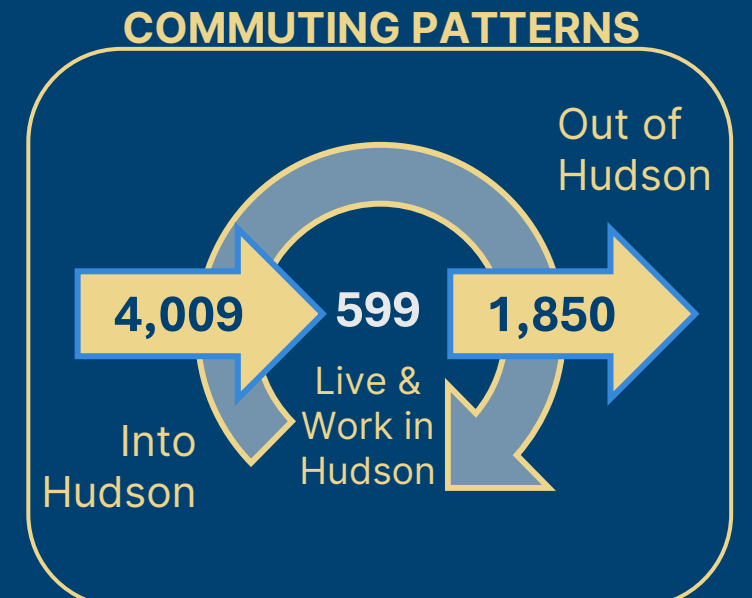


2013 to 2023

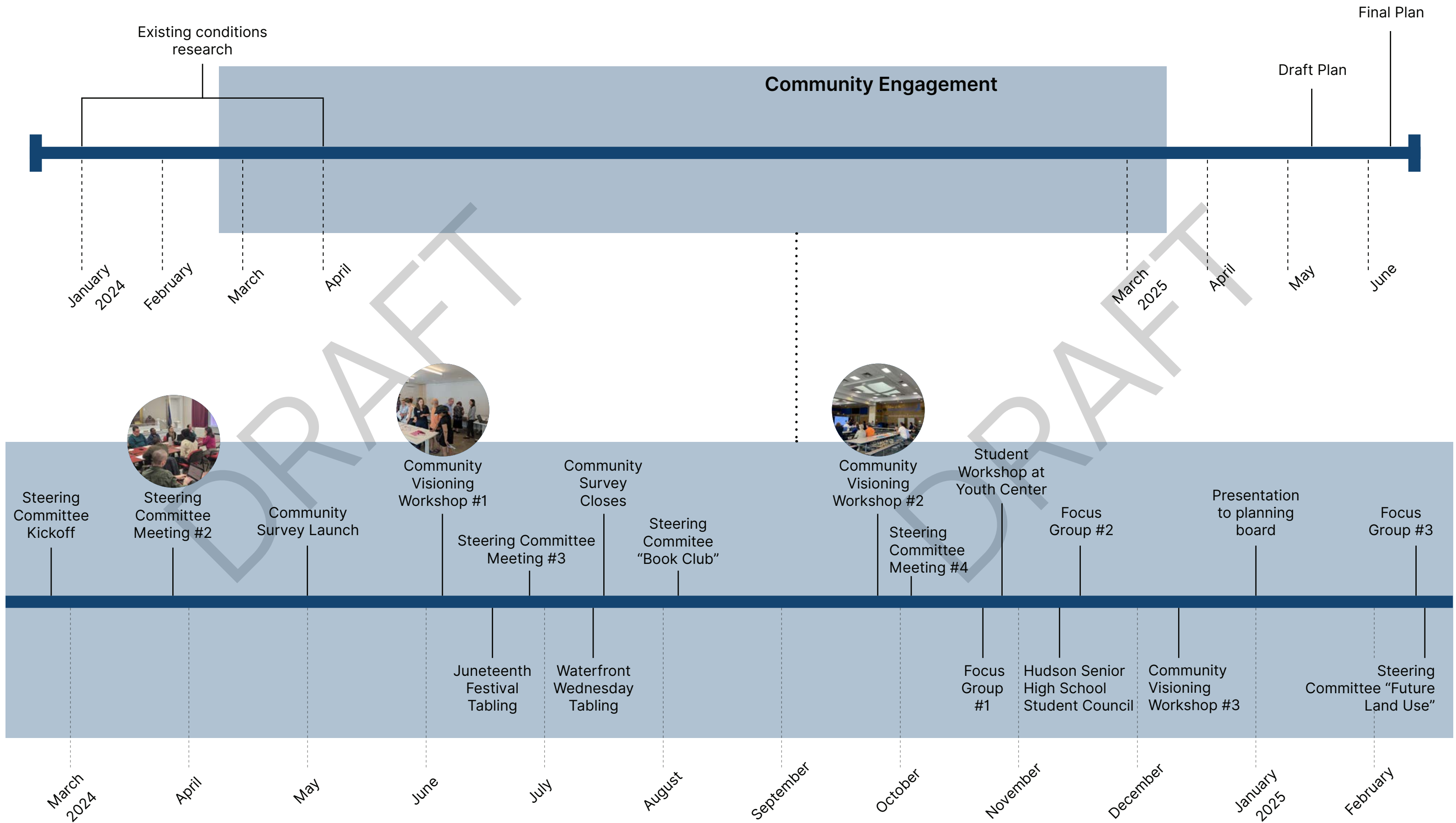
2012 to 2022



2022



Comprehensive Plan Timeline



3. Hudson 2035

Comprehensive Plan recommendations are organized around five guiding principles informed by community input. Each guiding principle captures the community’s vision for Hudson’s future. Out of the guiding principles, the project team proposed a set of “Big Ideas,” which were an initial step towards developing a set of 43 specific recommendations.

Guiding Principles

Affordable Hudson

Make Hudson an affordable place for residents to live and thrive.

- Develop strategies to align quality of life more closely with the cost of living for Hudson’s diverse residents.
- Support affordable, high-quality housing for residents of diverse income levels through policies such as inclusionary zoning, financial assistance programs, and infrastructure improvements to meet extant, and new, housing needs.

Livable Hudson

Empower Hudson as a place where residents can work, do business, and earn a living wage.

- Develop integrated economic development policies that create new high-quality jobs and connect residents to existing employment opportunities.
- Support local entrepreneurship and job training for new and incumbent workers.
- Strengthen Hudson’s commercial corridors and main economic and employment drivers.

Civic Hudson

Make Hudson a city where people feel safe, welcome, and connected - to each other and to their future in the city.

- Develop more spaces and programming that help build community and create opportunities for connection.
- Build on the existing open and cultural spaces to better meet residents’ needs.
- Consider new ways for inclusive, bottom-up participation at the ward and neighborhood levels.
- Shape the city to better address the needs of young residents.

Resilient Hudson

Design Hudson to be environmentally resilient with sustainable and sound infrastructure.

Develop sustainability practices and promote infrastructure improvements to meet changing climate needs.

Identify potential environmental hazards and vulnerabilities with the goal of prioritizing mitigation and adaptation strategies.

Prepare for post-disaster economic recovery through financial assistance, permitting processes, and infrastructure planning.

Connected Hudson

Make Hudson a place where it’s easy, safe, and enjoyable to walk, bike, and get around.

Build on walkability to improve safety and expand the city’s walkable area.

Make it easier to get around by supporting active mobility practices and transit options.

Overview of Big Ideas

| | | Affordable | Livable | Civic | Resilient | Connected |
|----|---|------------|---------|-------|-----------|-----------|
| 1 | Modernize Hudson’s zoning code to better represent the Hudson of today | ● | ● | ● | ● | ● |
| 2 | Improve the City’s processes and capacity to promote affordability | ● | ● | | | ● |
| 3 | Create an anti-displacement framework | ● | | ● | | |
| 4 | Promote public realm improvements to support existing and future businesses | | ● | | ● | ● |
| 5 | Make Hudson a “live and work” city | ● | ● | | | |
| 6 | Improve public, open, and “third spaces” | | ● | ● | | |
| 7 | Make Hudson age-inclusive | | | ● | | |
| 8 | Strengthen Hudson’s arts and cultural amenities | ● | ● | ● | | ● |
| 9 | Preserve Hudson’s natural resources while addressing sources of pollution | | ● | ● | ● | ● |
| 10 | Strengthen Hudson’s resilience to the impacts of climate change | ● | | ● | | ● |
| 11 | Improve local mobility and regional access | | | | | ● |
| 12 | Create unique “Hudson” wayfinding throughout the city | | ● | ● | | ● |

DRAFT

Hudson 2035

Modernize Hudson’s zoning code to better respond to the needs of Hudson today

- 1.1 Update land use to support equitable and inclusive growth.
- 1.2 Implement an affordable housing overlay.
- 1.3 Transition to a form-based code.

Improve the City’s processes and capacity to promote affordability

- 2.1 Adopt precise conditions and establish a structured application process for affordable housing developments.
- 2.2 Develop and publish clear project guidelines for potential developers.
- 2.3 Centralize resources and the affordable housing application process for prospective tenants.
- 2.4 Complete a Generic Environmental Impact Statement (GEIS).
- 2.5 Improve enforcement of Hudson’s existing vacant buildings law.
- 2.6 Establish a dedicated program, team, or agency to oversee the pipeline of new development.

Create an anti-displacement framework

- 3.1 Adopt a right to stay and return policy.
- 3.2 Support the creation of a community land trust to develop long-term affordable housing.
- 3.3 Establish a dedicated financing tool to help homeowners and landlords improve existing homes and residential buildings.
- 3.4 Launch a public education campaign to dispel myths about affordable housing and displacement and to promote resources.

Promote public realm improvements to support existing and future businesses

- 4.1 Adopt design guidelines for public spaces that focus on supporting Hudson’s small businesses.
- 4.2 Activate Hudson’s commercial corridor through open streets and other public space programming. Consider the formation of a business improvement district (BID) in Hudson to support these efforts.

Make Hudson a “live and work” city

- 5.1 Strengthen regional economic development partnerships.
- 5.2 Create an incentive plan for desirable industries and businesses to operate in Hudson and provide quality jobs to residents.
- 5.3 Strengthen relationship between City Hall and Hudson’s business community through a formal committee and consistent, public convenings.
- 5.4 Launch a legacy business program.
- 5.5 Create neighborhood-serving business zones.

Improve public, open, and “third spaces”

- 6.1 Expand administrative capacity to improve Hudson’s public and open spaces by hiring a parks planner, establishing a parks department, or by fostering community stewardship.
- 6.2 Develop a strategy for high-impact, low-cost activations that allow a diversity of uses in Hudson’s public and open spaces.
- 6.3 Continue making the Hudson waterfront a location for recreation, the arts, and connection between Hudson residents.

Make Hudson age-inclusive

- 7.1 Engage young residents, community based organizations, and the broader Hudson community to develop a Youth Master Plan to align services and make Hudson an exciting place for young people.
- 7.2 Establish a formal Hudson Youth Committee to inform city policy.
- 7.3 Develop aging in place guidelines to ensure older adults can remain in Hudson.

Strengthen Hudson’s arts and cultural amenities

- 8.1 Partner with artists and institutions to activate parks and public spaces.
- 8.2 Promote off-season public arts programming, e.g. “Arts Wednesdays.”
- 8.3 Integrate cultural amenities into transportation planning.
- 8.4 Make Hudson a destination for arts, music, and film festivals.
- 8.5 Work with the arts community to develop more centralized resource management, such as through an arts committee.

Preserve Hudson’s natural resources while addressing sources of pollution

- 9.1 Improve and expand Hudson’s urban forest.
- 9.2 Compile and disseminate resources to help Hudson residents undergo green building retrofits.
- 9.3 Incorporate additional requirements and incentives for energy consumption in the building code.

Strengthen Hudson’s resilience to the impacts of climate change

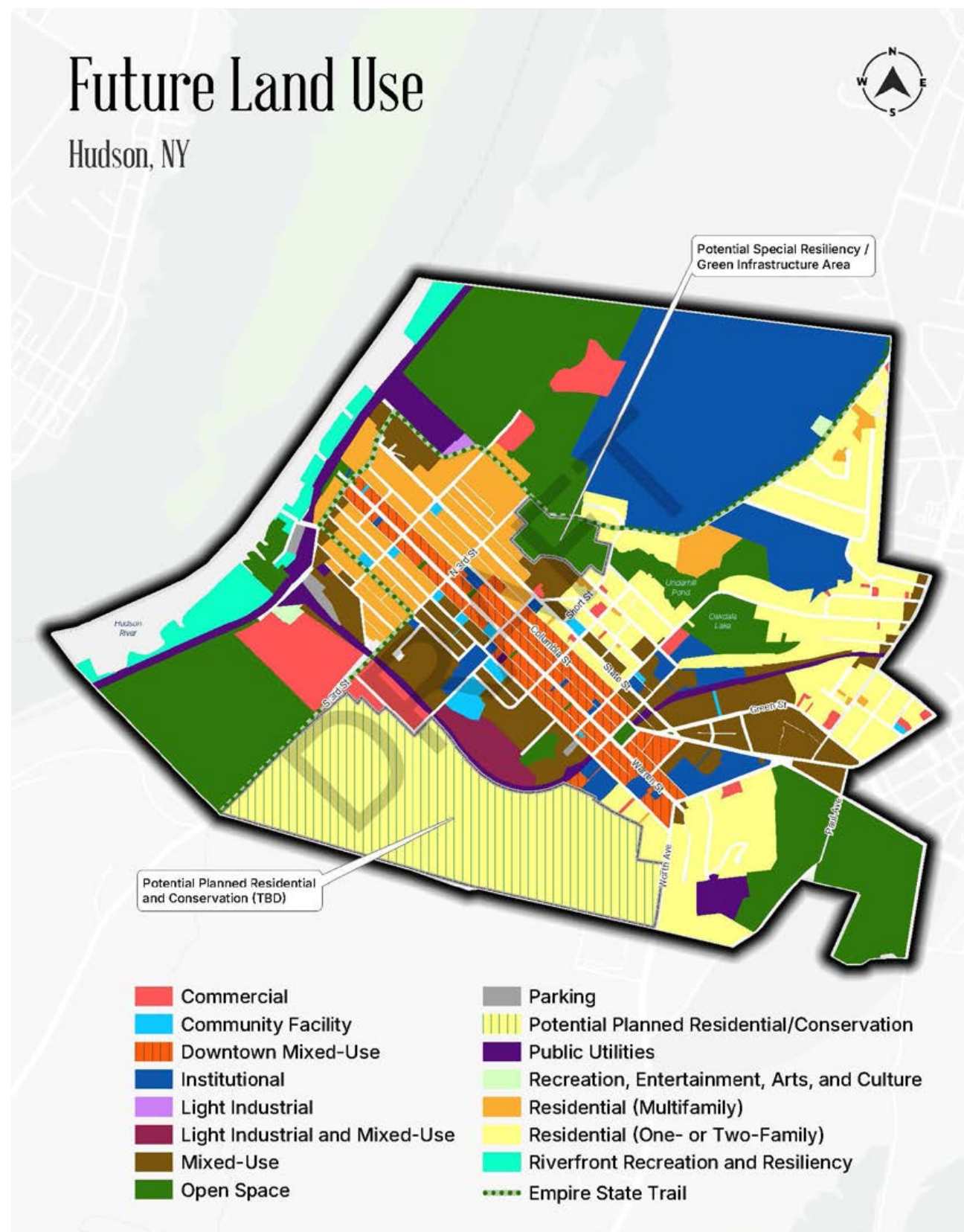
- 10.1 Incorporate climate resilient designs in infrastructure and maintenance projects.
- 10.2 Adopt land use regulations that bolster resiliency for developments in the city’s flood plain.

Improve local mobility and regional access

- 11.1 Continue implementing sidewalk accessibility upgrades.
- 11.2 Consider the expansion of public transit in the future to accomodate planned growth in Hudson.
- 11.3 Make all of Hudson safely accessible by foot and bicycle.
- 11.4 Monitor Hudson’s parking supply and expand parking options only when projected growth shows a clear need.
- 11.5 Increase connectivity and coordination between Hudson’s green spaces.

Create unique “Hudson” wayfinding throughout the city

- 12.1 Develop a consistent visual identity for signs in the City of Hudson.
- 12.2 Promote active mobility and a sense of place through community-oriented wayfinding.



In addition to recommendations, this plan includes a Future Land Use Map (FLUM), which functions as a policy tool that shows a community’s vision for the future and can be used as a guide for future planning and land use decisions. It reflects input from residents gathered during the engagement process and integrates both planned and anticipated future development. It is also intended to aid the City of Hudson as it contemplates an update to its Zoning Ordinance.

4. Implementation

Along with each recommendation comes a set of considerations regarding the administrative capacity, funding, timing, and other details required for successful implementation. A thoughtful and realistic approach to implementation does not mean excluding recommendations that are difficult to immediately include in Hudson’s budget. Rather, the Comprehensive Plan provides strategies to implement recommendations on many scales, particularly as additional funding may become available through creative partnerships, or state and federal grants in the coming years, that could make ambitious goals financially viable.

While the Comprehensive Plan lays out a phasing approach, this process should be frequently reassessed to ensure alignment with residents’ priorities. With successful implementation, it is hoped that this plan will lead to:

- A broader mix of housing options and more stable neighborhoods.
- A safer, more connected transportation system.
- Increased economic opportunity across sectors.
- A vibrant waterfront that balances ecology, culture, and recreation.
- A more inclusive and resilient city that celebrates its heritage.

5. Conclusion

Hudson 2035 charts a path forward rooted in community values, practical strategies, and a bold vision for the future. It is comprehensive in its scope, but it is only the first of many steps to realize the vision promulgated by its residents. The City of Hudson’s zoning ordinance, like the city’s previous comprehensive plan, was adopted many years ago and within an entirely different context. Despite this, it governs the location, scale, and type of development allowable in Hudson. It is the intention of this new plan to pave the way for substantive changes and updates to that ordinance, a process that will also require an informed and engaged community.

It is also intended that the principles and recommendations embedded in this plan are similarly embedded in the daily operations and long-range planning of the City of Hudson. It should function as a living document—a strategic reference for city leaders, residents, developers, and partner organizations by doing the following:

- Guiding policy, zoning, and budget decisions.
- Informing grant applications, capital planning, and public investments.
- Receiving reviews and updates regularly to reflect changing conditions.
- Serving as a platform for community accountability and engagement.

Community members are similarly encouraged to use the plan to advocate, collaborate, and shape policy. It has been remarkable to witness the level of resident engagement that enabled the development of this plan. That energy and commitment needs to now be sustained for the foreseeable future, continuing to promote and support a vision of an equitable and inclusive Hudson for all residents and generations to come.



Photo: Courtesy of Jeffrey Haworth

Chapter 1

Introduction

About the Plan

The City of Hudson, in partnership with Public Works Partners and SLR Consulting, developed a new Comprehensive Plan to guide its land use and legislative priorities. The Plan focuses on all aspects of the city's future, including housing, transportation, parks, economic development, and sustainability, among other areas.

The planning process began in January 2024 with the development of a community profile based on census and geospatial data. Community engagement followed in the Spring, including a Community Preference Survey that was distributed

to residents between May and mid-July. In-person engagement with the Hudson community included three community visioning sessions, seven meetings with the project Steering Committee, three focus groups, and a range of other in-person and virtual spaces for participation. The comprehensive plan is rooted in co-creation and draws from the voices, experiences, and preferences that residents shared during the engagement process. It lays out a vision and planning framework to transform Hudson into a more affordable, livable, civic-minded, sustainable, and connected city.

What is a Comprehensive Plan?

A comprehensive plan is a formal document that lays out a community's vision and goals for its future. In order to adopt a zoning code, cities such as Hudson are legally required by the State of New York to have a Comprehensive Plan.

This plan draws on secondary data from a range of sources and incorporates

insights gathered directly from residents through community engagement. The topics addressed—ranging from land use and zoning to housing, infrastructure, and economic development—reflect the priorities and perspectives of the community.

Why Update the Plan?

The City's existing Comprehensive Plan is over 20 years old and no longer fully reflects the challenges and opportunities that Hudson faces today. From the rise of short-term rentals to the expanded possibility of remote work, the context that guides Hudson's land use priorities has changed. The community driven process to develop the new comprehensive plan ensures that future decisions are aligned with Hudson's needs and priorities.

Housing affordability is one example that best demonstrates the need for a new Comprehensive Plan. The 2002 Comprehensive Plan states:

"Hudson's continuing revitalization is likely to coincide with increases in the cost of housing (including housing values and rents). For the most part, this increase in value will be a very good thing for Hudson.

However, the challenge for local decision-makers, the business community and neighborhood residents will be to ensure the benefits of Hudson's resurgence are shared among all community members." (p. 43)

Although housing affordability was classified in the 2002 Comprehensive Plan as a topic of "secondary importance," today, it is of primary concern for many Hudson residents of a range of socioeconomic backgrounds. This is one of several examples that demonstrate the need for a new comprehensive plan, as well as the importance of the community-driven process to define its vision, guiding principles, and proposed strategies and actions.

Non-negotiables for the Planning Process

From the outset of community engagement, three non-negotiables emerged as guides for the plan’s development:

- 1 Prioritize equity and inclusion
- 2 Plan for all Hudson residents
- 3 Balance feasibility and ambition

1. Prioritize Equity and Inclusion

Promoting equity and inclusion was central to the development of this plan. Project stakeholders, including the Steering Committee and City officials, were committed to meaningful engagement with Hudson’s historically under-represented populations, ensuring their perspectives informed the final plan. Likewise, during the first community vision workshop, participants selected “equity” as the top value to guide the plan’s development, emphasizing its importance.

In practice, this commitment required the project team to monitor the planning process and adapt when necessary. Responses to the community preference survey demonstrated the importance of changing engagement approaches when they were not achieving fully inclusive participation. Although over 5 percent of residents responded to the community survey, in aggregate the demographics of respondents was not proportional to

Hudson’s population.

For example, the most recent available U.S. Decennial Census data indicated that approximately 55 percent of Hudson’s residents were white, whereas 76 percent of survey respondents self-identified as white. Census data indicated the median household income for the City was \$55,000 per year, whereas the median household income of survey respondents was \$135,000 per year. These discrepancies led the City to re-think its engagement strategy, adding focus groups, youth interviews, a Comprehensive Plan book club, conversations led by steering committee members, and interactive workshops at community anchors, such as the youth center.

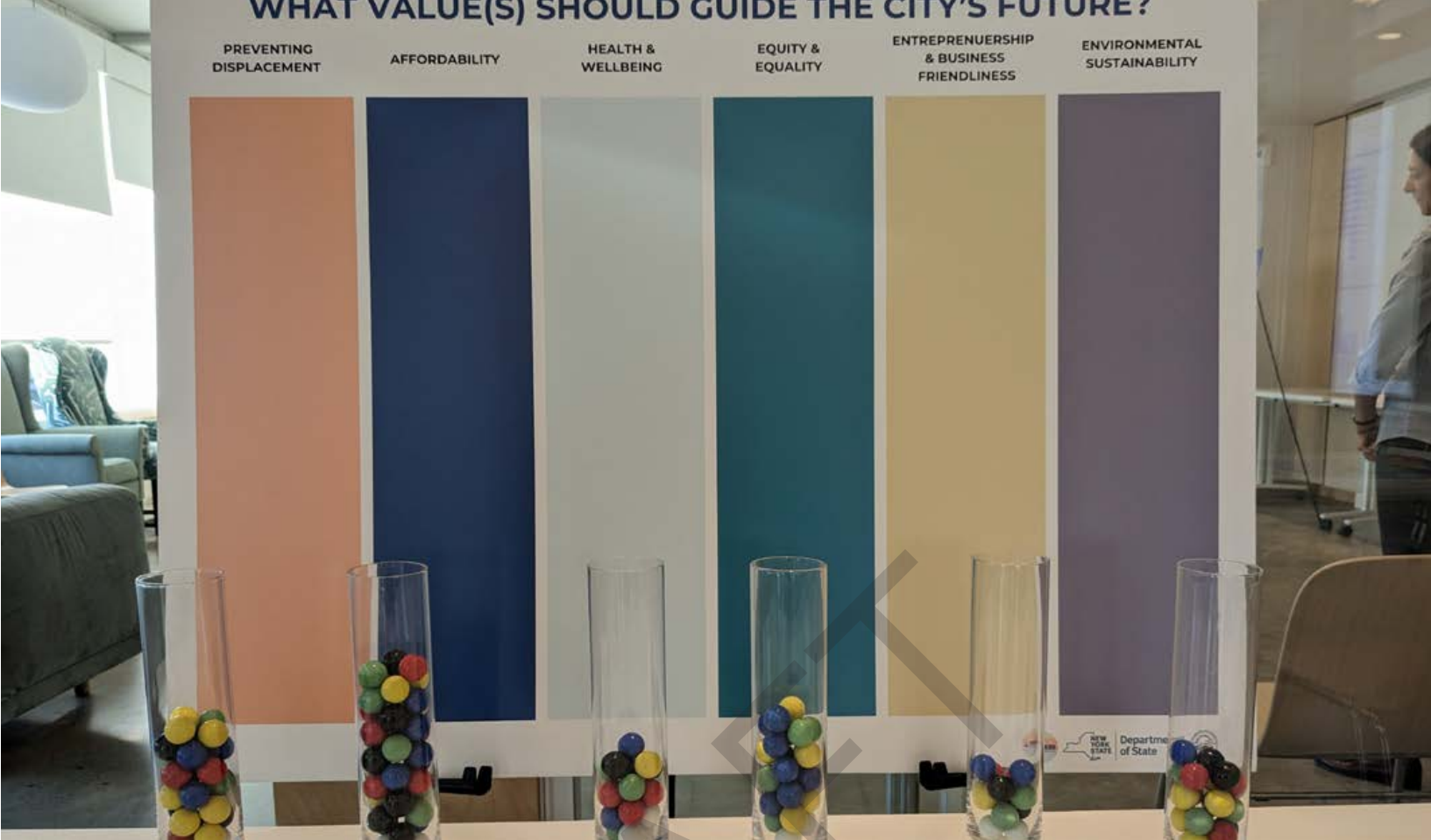


Photo: Community Visioning Session I Activity, Public Works Partners

2. Plan for all Hudson Residents

Who should a Comprehensive Plan prioritize?

This seemingly straightforward question led to a seemingly straightforward guiding principle: Plan for All Hudson Residents. Defining “all,” however, posed a challenge, particularly because many long-term residents have been displaced due to gentrification.

In order to improve the quality of life for all of Hudson, the planning process centered the perspectives of new, long-term, and recently displaced Hudson residents. In practice, this meant elevating the voices and experience of Hudson’s diverse residents while recognizing the need for reparative approaches that address unjust policies, ones that have shaped Hudson and numerous cities throughout the country.

3. Balance Feasibility and Ambition

While building consensus may at times seem challenging, there was agreement throughout on one topic: residents wanted a realistic plan that could be implemented, rather than an overly ambitious plan that would sit on a shelf. This desire to balance feasibility with ambition reflects some of the difficulties Hudson faced when implementing the 2002 Comprehensive Plan.

Today, only one quarter of the 2002 plan’s recommendations have been fully implemented. From the beginning, this plan was designed with an eye towards implementation. The planning team worked with diverse stakeholders to identify that balance – after all, a visionary plan that does not get implemented will have a limited impact in advancing equity and improving residents’ quality of life.

How to Read and Use the Comprehensive Plan

The Comprehensive Plan is divided into four body chapters.

- 2 Chapter 2 provides an overview of the planning process and highlights the strategies used to ensure inclusive community engagement. From focus groups to public workshops and a Steering Committee “Book Club,” the project team aimed to create multiple and diverse opportunities for residents of all backgrounds to participate in shaping the Comprehensive Plan.
- 3 Chapter 3, Hudson Today, outlines key findings and trends based on census and geospatial data. With a focus on transparency and equity, the Hudson Community Profile describes current conditions and demographic factors that impact the city’s future.
- 4 Chapter 4 presents the plan’s core recommendations, organized around five primary community visions. These visions—developed and validated through engagement—serve as guiding principles for the plan. Strategies and actions are grouped by the vision they most directly support, while recognizing that many advance multiple goals.
- 5 Chapter 5 focuses on implementation and next steps. It includes guidance on phasing, a proposed future land use map, and practical tools to help stakeholders move the plan forward. While this document represents a snapshot in time, its implementation will be ongoing, dynamic, and continuously shaped by community priorities.



Chapter 2

Planning Process

This plan would not be possible without the hundreds of Hudson residents who generously volunteered their time, insights, and enthusiasm to shape the city's vision for the future.

This chapter outlines the public engagement and research process that led to this plan. These efforts took place between early 2024 and spring 2025.

Photo: Community Visioning Session II, Courtesy of Jayden Cross

Planning Process Overview

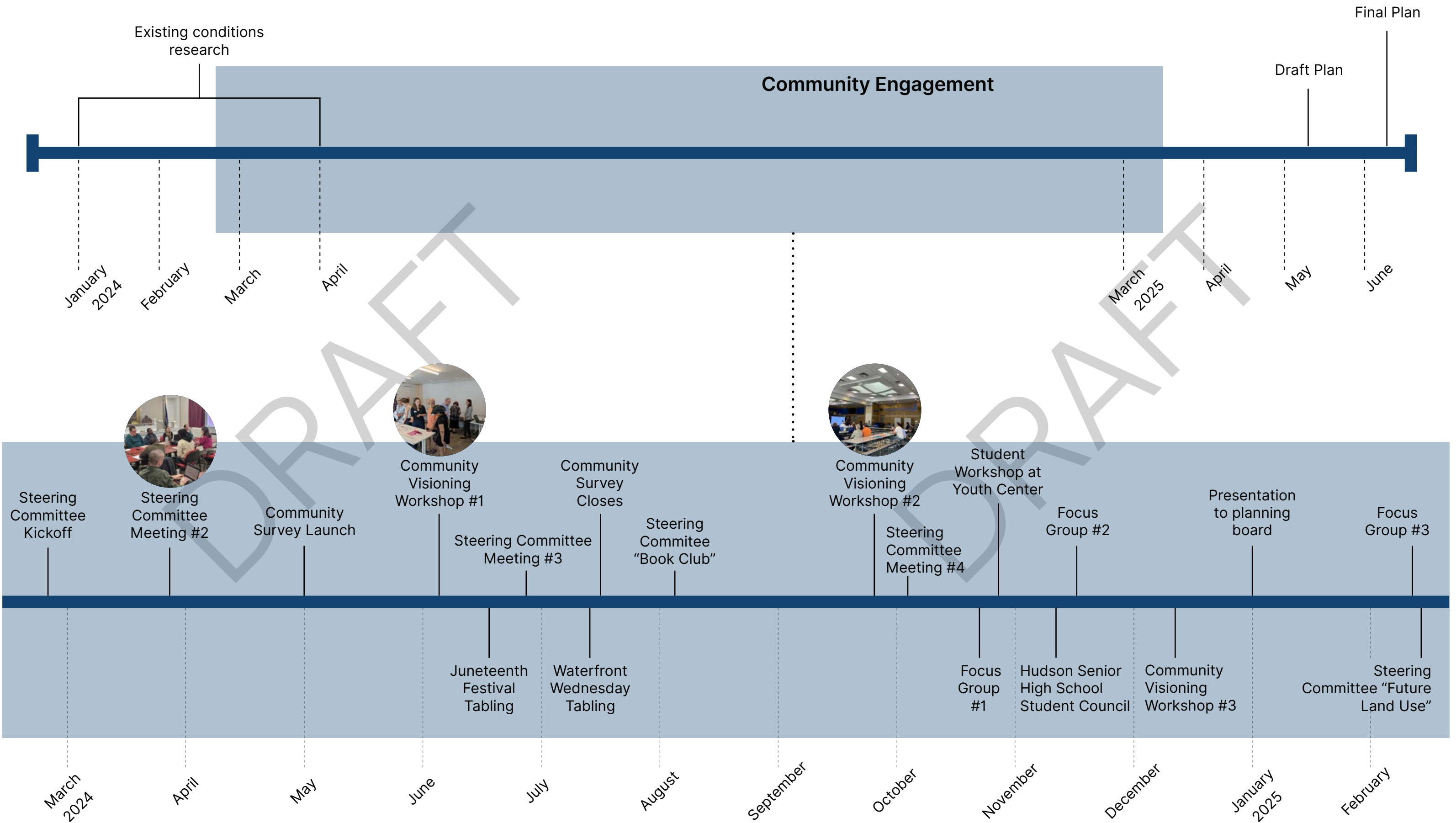
The first step in the planning process was to review past plans, analyze public data, listen to residents during the first community workshop, and conduct a community preference survey. The primary goal during this stage was to both understand the core values that should guide the planning process and to identify issues that required further inquiry.

At this stage, Hudson residents shared that housing affordability was a major priority for the city. Analysis of census and housing data confirmed the alarming rates of displacement that residents described and a broader lack of affordability, even for homeowners. Residents also shared that challenges went beyond physical infrastructure - many wanted more opportunities to connect with one another. The Comprehensive Plan's second phase aimed to better understand both physical and social infrastructures to address these overlapping needs.

Toward the end of Summer and into Fall 2024, the project team explored in greater depth the issues residents identified as priorities. At the second community workshop, participants discussed how the plan could respond to these challenges and shared preferences for potential approaches. Focus groups with underrepresented populations and additional community meetings ensured that all residents had opportunities to shape this phase of the planning process.

By the end of 2024, the project team amassed a myriad of potential recommendations for the plan. Hudson residents reviewed and critiqued the initial recommendations at the third community workshop. With that input, paired with additional research, interviews, workshops, and focus groups, the project team further honed the recommendations into those presented in this Comprehensive Plan.

Timeline



Community Profile and Census Data

As a first step in developing the new Comprehensive Plan, the project team conducted an analysis of existing conditions that culminated in the Community Profile. The Community Profile report provided an overview of Hudson’s population, housing, economy, and physical environment.

The findings established a baseline understanding of the City of Hudson in 2024 for the project team to spark productive conversations about the city’s future. Recognizing the limits of quantitative data analysis, the lived experiences and needs of Hudson’s residents, gathered through community engagement, were placed at the center of the plan’s development.

The report used the most recent and publicly available data at the time of its development, including but not limited to:

- US Decennial Census, 2010 & 2020
- American Community Survey (ACS), 2010 & 2022 5-Year Estimates
- New York State Education Department (NYSED) Enrollment Data
- New York State Department of Transportation (NYSDOT) Traffic Data Viewer
- Walkscore.com
- Local Area Unemployment Statistics - Hudson Micropolitan Area
- US Census; Longitudinal Employer-Household Dynamics; On the Map, 2021
- Harvard US Cluster Mapping, 2021
- New York State Department of Labor (DOL), 2023
- New York State (NYS) Parcel Land Use and Assessed Values, 2021

Although recorded data, such as US Census data, provided valuable information, it was only part of the portrait.



Photo: Community Visioning Session I, SLR

Preliminary analyses revealed findings with important equity implications, such as that Hudson’s Black or African American population declined by 39 percent since 2010 and that only 10 percent of Hudson residents also work within city boundaries. Throughout the planning process, demographic analyses were used for public discussion and reflection on inclusion and equity.

Steering Committee

The project Steering Committee, composed of a diverse array of Hudson residents, helped the project team engage hard to reach populations to ensure a broad range of perspectives informed the final plan. The committee served as a sounding board throughout the planning process in 2024,

leading additional engagements in the Hudson community and providing feedback on the plan’s early drafts. The committee’s deep ties to the Hudson community and local expertise was a major asset during the planning process that ultimately brought more residents into the planning process.



Photo: Steering Committee meeting, Public Works Partners

Creative participatory approaches guided work with the Steering Committee. One highlight was the “Book Club,” where the Steering Committee read and discussed the 2002 plan. Another was supporting Steering Committee members to facilitate their own engagement meetings and workshops with materials developed by the planning team.

Survey

The Community Preference Survey served as an opportunity for Hudson residents to inform the plan during their own time, while providing the project team with a large cross-section of information about the local population. It consisted of 20 base questions that every respondent received, and 25 optional questions organized into six categories. The survey design encouraged participation while avoiding survey fatigue.

The project team utilized multiple strategies to promote the survey. These included posting physical flyers at local businesses and public spaces in Hudson, asking local community-based organizations to share with their constituencies, tabling and canvassing during local in-person events, and seeking assistance from the Comprehensive Plan's Steering Committee. The survey received a total of 471 responses, of which 366 were Hudson residents (6.28 percent of the population).

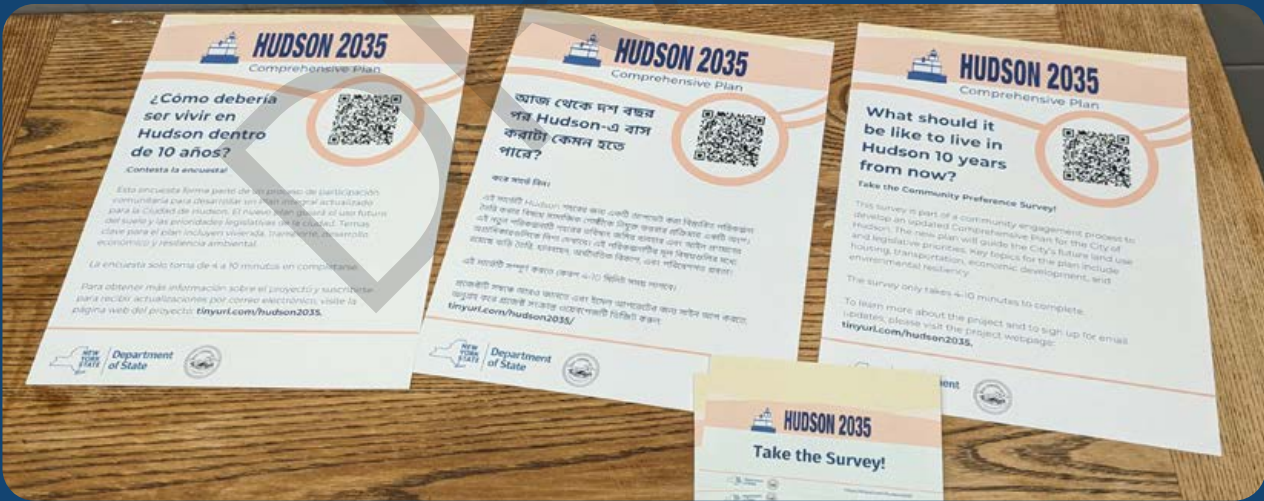
Community Visioning Sessions

Hudson residents participated in three community visioning workshops, held at key points throughout the planning process. These workshops allowed the project team to listen directly to residents and gather feedback on different components of the plan.

The first workshop introduced the comprehensive planning process and shared findings from the existing conditions analysis. Activities prompted residents to reflect on what values the plan should uphold and what success would look like for the community.

The second workshop built on findings from the first session and the recently completed survey. Residents broke into small groups to discuss emerging themes and potential recommendations, offering ideas, concerns, and expectations for the plan.

The third and final workshop focused on reviewing the draft plan's guiding principles and proposed strategies. Residents shared critical feedback that helped refine the direction and priorities of the final plan.



Respondent demographics were not proportional to Hudson's population, skewing towards wealthier, white residents. By reassessing engagement and working more closely with community-based partners to host focus groups, small conversations, and community workshops, Hudson's diverse residents were more fully represented in the planning process.

Photo: Community Preference Survey Promotional materials, Public Works Partners



The community visioning workshops solicited participation and engagement throughout all parts of the planning process – from defining values and visions to developing actionable strategies for Hudson.

Photo: Community Visioning Session I, SLR

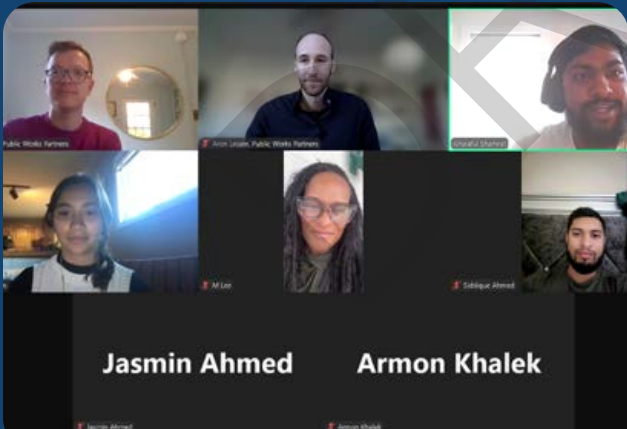
Focus Groups

To center the perspectives of residents of color and underserved populations in Hudson, the project team facilitated three focus groups with young residents of Bangladeshi descent, Black residents, and Spanish-speaking residents.

The focus groups, ranging from 6 to 11 participants, were organized as semi-structured, guided conversations that focused on priority planning issues impacting each community. Participants shaped the direction of the focus groups, which were framed as listening sessions.

Partnerships with Local Organizations

For a city of its size, Hudson is home to a large and active network of civic groups and community-based organizations that have been working to improve the city. Partnerships with these local organizations and conversations with their subject-matter experts enabled the project team to delve deeper into specific topics impacting vulnerable residents. Highlighting and elevating existing community infrastructures ensured that the comprehensive plan built on the decades of nonprofit and civic work that shaped Hudson.



By using a trauma-informed approach, the focus groups created safe spaces for residents to share their experiences and priorities. Strengths-based facilitation helped ensure that focus groups recognized and highlighted community accomplishments while delving into opportunities for the development of a more just Hudson.

Photo: Screenshot from focus group with young Hudson residents of Bangladeshi descent, Public Works Partners



Diverse participatory approaches allowed the project team to work closely with Hudson’s diverse local organizations. Examples include:

- Youth Center Mapping Workshop
- Arts and Culture Stakeholders
- Hudson Business Coalition
- High School Student Council

Photo: Youth Center Mapping Workshop, Courtesy of the City of Hudson

Engaging with Previous Plans

Reviewing Hudson’s recent plans was among the first steps in the planning process. During early engagement, several residents shared that it was difficult to keep track of the many plans adopted in recent years. This Comprehensive Plan aims to consolidate and build upon those plans to create a cohesive vision for Hudson’s future.

By focusing on the interrelated nature of the city’s planning issues and opportunities, the Comprehensive Plan prioritizes the recommendations and strategies from previous plans that address Hudson’s most pressing issues and align with the community’s visions and values.



The project team reviewed nineteen previous plans, selecting fifty-one recommendations to review with the city, steering committee, and general public. The Comprehensive Plan identifies the extent to which each recommendation aligns with previous planning efforts, answering the questions: which policies and programs should be extended and which should be re-imagined or removed?



Photo: Courtesy of Jeffrey Haworth

Chapter 3

Hudson Today

Hudson by the Numbers

DEMOGRAPHICS



Population
5,826



Foreign Born
17 %



Median Age
41.5



Median Income
\$48,199

HOUSING



Housing Units
3,408



Short-Term Rental Units
115



Low Income Households
64.2%



Protected Affordable Units
16.5%

LEADING INDUSTRIES BY EMPLOYMENT



Health Care & Social Assistance
39.5%



Public Administration
24.9%

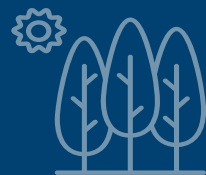


Accommodation & Food Service
10.4%

COMMUNITY ASSETS



National Register Historic Resources
12



Open Space
94 Acres



Regional Transportation Services
3

Hudson Trends

2010 to 2020

POPULATION



-12%

MEDIAN AGE



38 to 41

BLACK POPULATION



-39%

2010 to 2022

MEDIAN INCOME



-14%

HOUSING CONSTRUCTION



107 units

2013 to 2023

SCHOOL ENROLLMENT



-16%

2012 to 2022

RESIDENT EMPLOYMENT



Arts, entertainment, recreation, accommodation, and food services



3x

2022

COMMUTING PATTERNS

4,009

Into Hudson

599

Live & Work in Hudson

1,850

Out of Hudson

Hudson's History

The area now known as Hudson was originally home to the Mahican people. Dutch settlers acquired the land from the Mahicans in 1662, establishing farms and a trading post along the river. During the Revolutionary War, merchants and whalers from New England relocated to this inland site. In 1783, they founded the City of Hudson, adopting a uniform street grid and building guidelines. The settlement grew, and by 1805 Hudson was chartered as a city and designated the Columbia County seat, becoming a center of commerce and governance for the region.

In 1837, city leaders sold a large area of surrounding land to create the Town of Greenport, effectively restricting Hudson's boundaries to its current 2.3 square miles. By limiting outward expansion, the city maintained its compact, walkable layout. Much of Hudson's dense street grid remains largely intact today.

Hudson's economy has experienced cycles of growth and decline. Initially thriving from whaling and maritime trade in the late 1700s, the city's economy shifted after railroad construction in 1851 restricted river access. Hudson adapted by developing manufacturing industries, producing bricks, textiles, cement, and other goods. These industries sustained Hudson for decades, with the city's population reaching a peak of approximately 12,337 residents in 1930. Many of Hudson's architecturally significant buildings and landmarks were constructed during this period of economic prosperity.

Like many communities in the region, in the mid-20th century, many of Hudson's industries closed or relocated, catalyzing economic challenges and population decline with effects present still today. By 2020, Hudson's population had fallen to roughly 5,900 residents - about half its 1930 peak.

In the 1960s, Hudson implemented federal urban renewal programs intended to spur re-investment. The city's 1965 Comprehensive Plan, for example, divided Hudson into zones for rehabilitation or redevelopment. While this resulted in the preservation and restoration of many historic buildings along Warren Street, large areas designated as "substandard" (primarily in the Second Ward, the city's most racially diverse neighborhood, where a significant share of Black households lived), were cleared to make way for public housing and other redevelopment projects.

During the 1970s, Hudson's Urban Renewal Agency used federal funds to initiate a façade easement program to rehabilitate historic buildings along Warren Street. Under this program, the city financed façade restoration and property owners refurbished interiors and committed to ongoing maintenance. This historic preservation effort significantly enhanced Hudson's architectural heritage, supporting the city's eventual shift toward a service-based economy.

By the 1980s and 1990s, entrepreneurs and creative professionals were attracted to Hudson by the affordable historic properties and the city's walkability. Antiques dealers, artists, and writers came to Hudson, establishing the creative ecosystem that still exists in Hudson today. Warren Street gradually transformed into a district with antique shops, galleries, restaurants, and boutiques. By 2000, for example, over sixty antique stores had opened downtown, marking a clear transition from an industrial economy toward tourism, services, and the arts. The 2002 Comprehensive Plan further catalyzed this shift, emphasizing Hudson's historic character as a key asset for future economic development and labeling issues such as housing affordability as of secondary importance. The 2002 Comprehensive Plan also contributed to redefining

Hudson's waterfront as a space for recreation, away from past heavy industrial uses.

Hudson experienced continued change through the 2010s, with shifts that accelerated during the COVID-19 pandemic. Increased demand for housing led to rising property values and rents, contributing to the displacement of many long-term residents. These impacts have been especially pronounced among Black or African American residents, as detailed in this chapter.

Hudson's history is one of change, adaptation, and creativity. But it is also one of inequities. This comprehensive plan acknowledges the city's complexities, including the history of displacement in Hudson, from indigenous Mahican people to residents that lost their homes and communities during Urban Renewal to those that could no longer afford rent while the 2035 Comprehensive Plan was being developed. By recognizing historical injustices, the 2035 Comprehensive Plan commits to promoting equitable development that repairs harms and prevents future displacement.



Image: Bird's-eye view of Hudson, N.Y., postmarked 1908
Courtesy of Hudson Area Library, City of Hudson Postcards Collection

Existing Conditions

The existing conditions analysis provides an overview of Hudson’s population, housing, economy, physical environment, and cultural assets. As the first step in developing the Comprehensive Plan, it establishes a baseline understanding of the city in 2024 to inform meaningful conversations about Hudson’s future. While data sources like the U.S. Census offer valuable insights, they represent only part of the picture. Community input, reflecting the lived experiences and needs of Hudson residents, completes the analysis.

To ground the findings, the analysis compares Hudson to Columbia County and New York State, as well as three peer cities: Beacon, Kingston, and Watervliet, NY. These benchmark cities were selected for their geographic proximity, shared historical context, and comparable economic characteristics. Their experiences help place Hudson’s trends in context and highlight potential opportunities for improvement.

Beacon

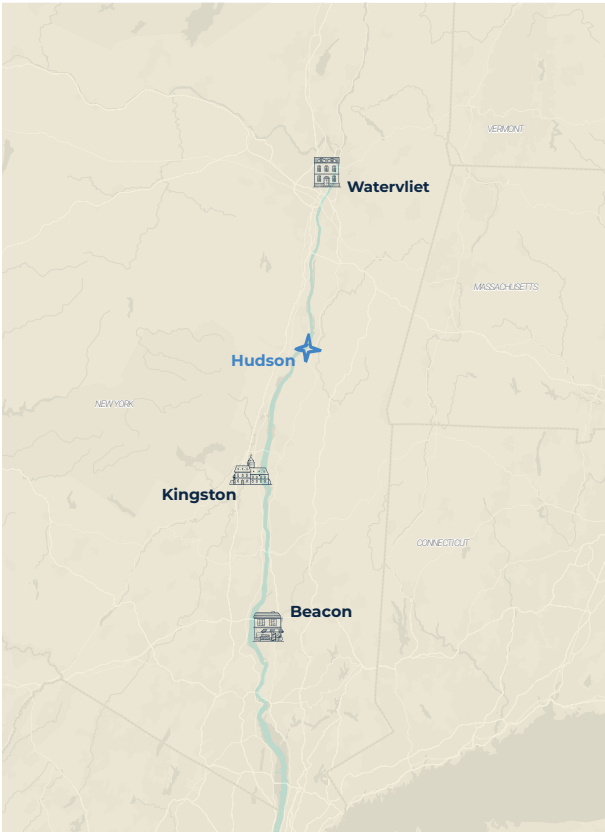
Located on the east side of the Hudson River, Beacon shares similar geography and historical heritage to Hudson. Beacon has also undergone significant revitalization in recent years.

Kingston

A historic city along the west bank of the Hudson River, Kingston faces similar economic and redevelopment challenges to Hudson.

Watervliet

Watervliet is a smaller (by land area), dense city located on the Hudson River. Watervliet has a growing population but similar economic challenges to Hudson.



Demographics

Hudson’s population is declining and aging.

The City of Hudson has experienced a steady decline in population over the last 20 years (see Figure 1). From 2010 to 2020, Hudson’s population declined by 12 percent to 5,894, a rate of decline exceeding that of the County or any of the benchmark communities.¹ Columbia County’s population also declined during this period, but at a much lower rate (-2.4 percent). As shown in Table 1, Kingston and Watervliet experienced modest growth, while Beacon’s population declined by 5.7 percent. Hudson and Beacon’s population

decline may be partly caused by an increase in second-home ownership and short-term rentals in homes that were once occupied by full-time residents.

All age groups in Hudson have declined, except for the 55-74 age group, which increased by 21 percent, contributing to an increase in the median age from 37 to 41 years old (see Figure 2). Between 2010 and 2020, the number of City resident males decreased by 26.5 percent, significantly exceeding the 2.6 percent decline in the female population.



FIGURE 1: POPULATION

| PERCENT POPULATION CHANGE 2010-2020 | |
|-------------------------------------|--------|
| Hudson | -12.2% |
| Columbia County | -2.4% |
| New York | 4.2% |
| Beacon | -5.7% |
| Kingston | 0.7% |
| Watervliet | 1.2% |

Source: US Decennial Census, 2010 & 2020

TABLE 1

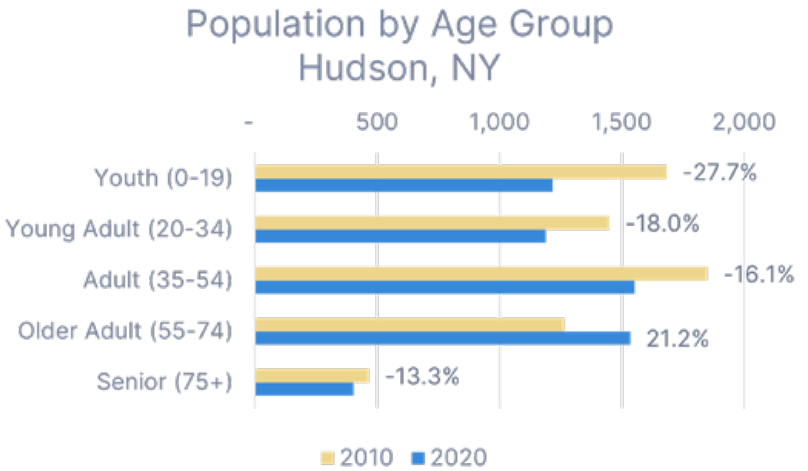


FIGURE 2: POPULATION BY AGE GROUP

Hudson’s population is projected to continue to decline, consistent with regional population projections. Population projections vary by methodology and source, though all models indicate a steady population decline through 2030. A ratio projection assumes that the population trends of a larger geography can be applied to a smaller geography within that larger geography. Using this assumption, Hudson’s population would decline at the same rate as Columbia County’s population. Cornell University’s Program on Applied Demographics (PAD) produces county-level population projections based on recent trends in births, deaths, and migration. PAD projects that Columbia County’s

population will decline by 4.5 percent from 2020 to 2030. A ratio projection, utilizing Cornell University population projections for Columbia County, projects Hudson’s population will decline to 5,610 by 2030.

The ratio projection assumes that Hudson’s population pattern will mirror that of the County; however, it should be noted that between 2010 and 2020, the city’s population declined more than the County (see Table 1), and, therefore, the ratio projection may be more optimistic than other projections. A simple, linear projection estimates Hudson’s population will decline by 11 percent by 2030, to 5,230 people (see Figure 3).

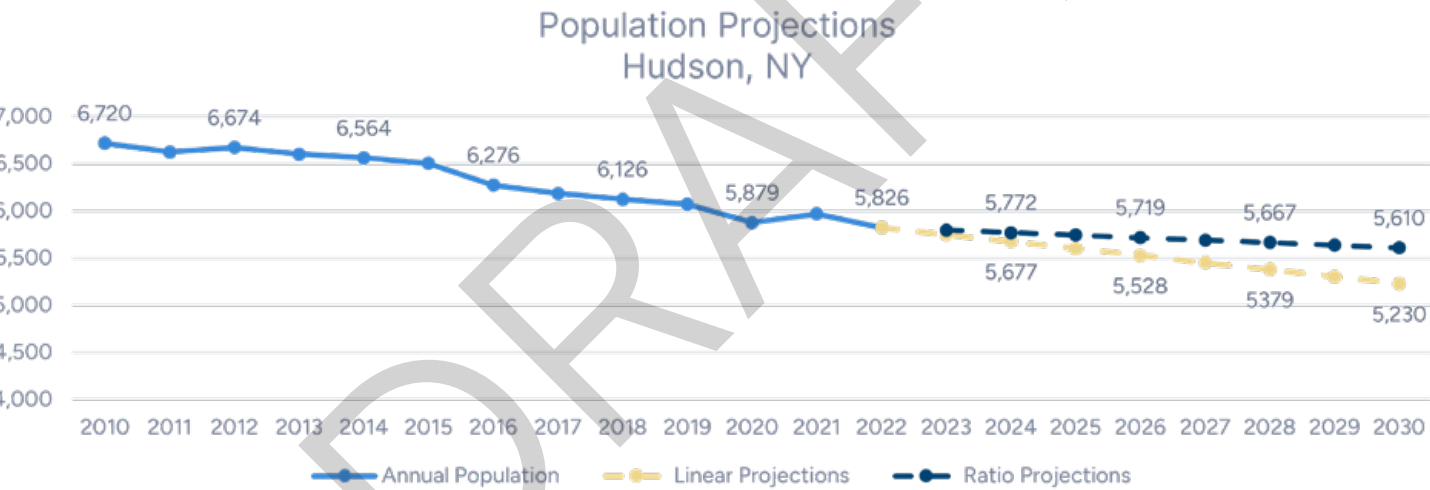


FIGURE 3: POPULATION PROJECTIONS

Hudson is more racially and ethnically diverse than Columbia County, but its racial composition has changed since 2010.

- Hudson’s Black or African American population declined by 39 percent.
- Hudson’s Asian population grew by 39 percent.

Hudson’s current racial and ethnic makeup is predominately white, followed by Black or African American, Asian, and Hispanic or Latino (see Figure 4). Hudson has a more racially and ethnically diverse

population than the County. From 2010 to 2020, Hudson had a nearly 40 percent decrease in the Black or African American population (the County saw only a 10 percent decrease). The City of Beacon, which has a similar racial and ethnic composition to Hudson, experienced a comparable decrease (46 percent) in their Black or African American population.²

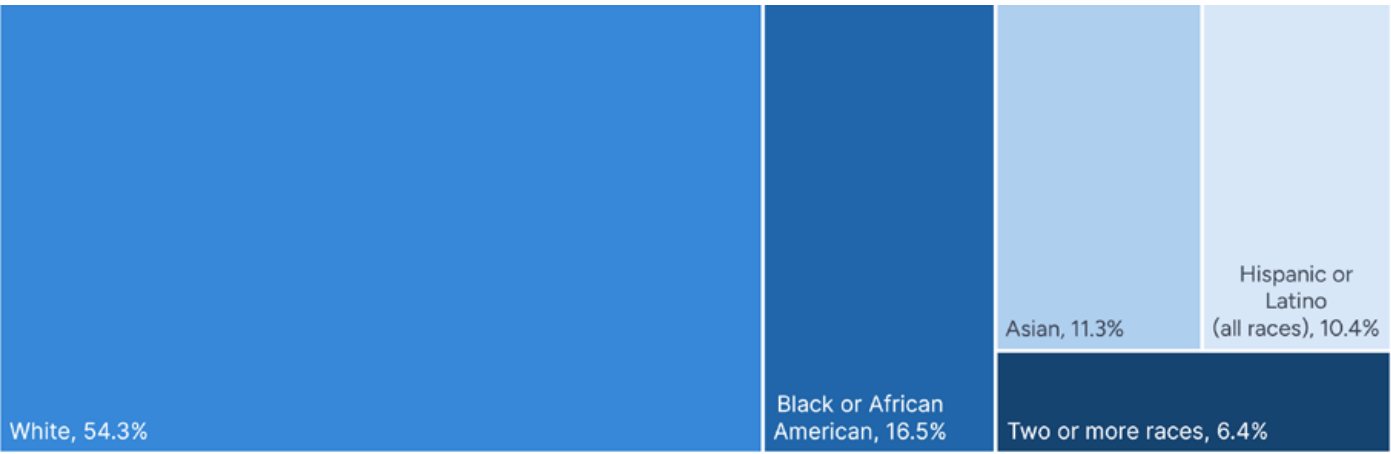


FIGURE 4: RACE AND ETHNICITY

Foreign-born residents make up 17 percent of Hudson’s population. Half of the foreign-born population comes from Asia, 27 percent from Europe, and 17 percent from Latin America (see Figure 5). The most common languages spoken at home besides English are Indo-European languages (11 percent), which include a range of languages that are spoken in most of Europe, areas of European settlement, and in much of Southwest and South Asia, including Bengali, Hindi, German, Russian, Dutch, Portuguese, and many others.³

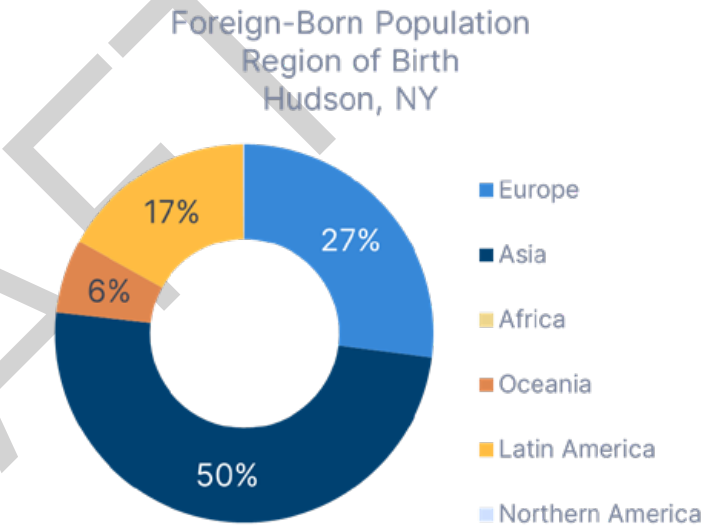


FIGURE 5: REGION OF BIRTH

Hudson has a smaller average household size than Columbia County, and more one- and two-person households.

Hudson also has a lower percentage of family households than the County—about 50 percent of households in Hudson are family households, compared to about 65 percent in Columbia County.³

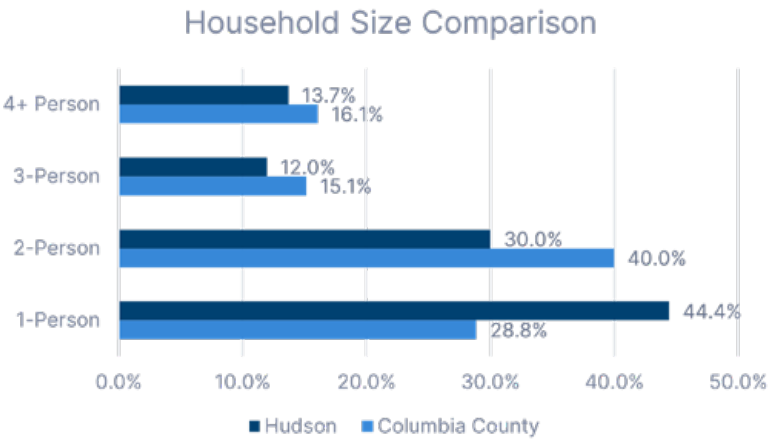


FIGURE 6: HOUSEHOLD SIZE

³ ACS, 2022 5-Year Estimates

Public School enrollment is declining.

Hudson’s aging and declining population correlates with the decline (-16 percent) in public-school enrollment from 2013 to 2023 (see Figure 7). Beacon (-19 percent) and

Kingston (-8 percent) also reported declines in their city public school enrollment over the last decade.⁴

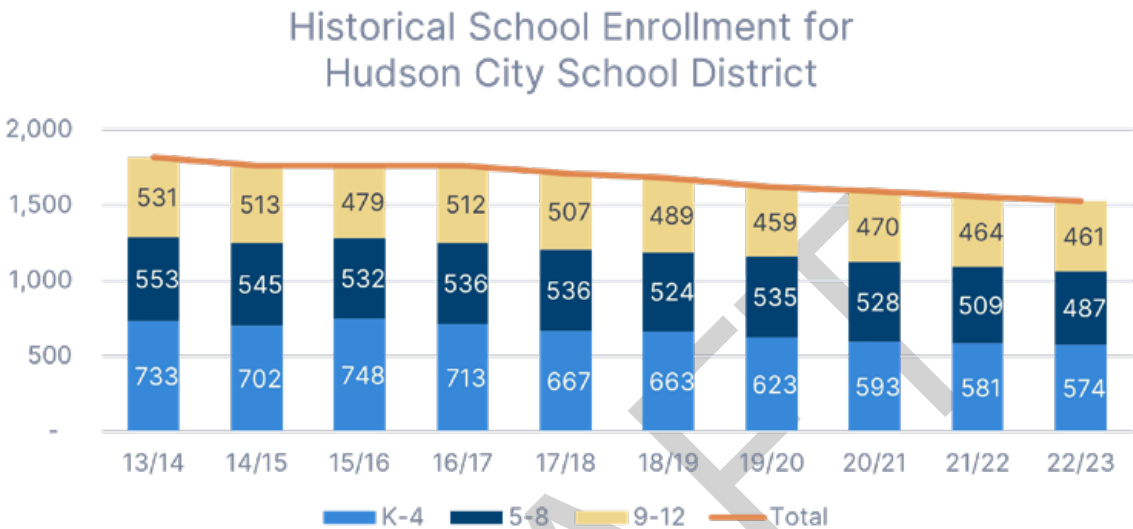


FIGURE 7: HISTORIC SCHOOL ENROLLMENT

Educational attainment in Hudson is lower than in the County and the State.

In Hudson, 49 percent of those 25-years or older have a high school degree or

less, compared to 37 percent for the County and State (see Figure 8).

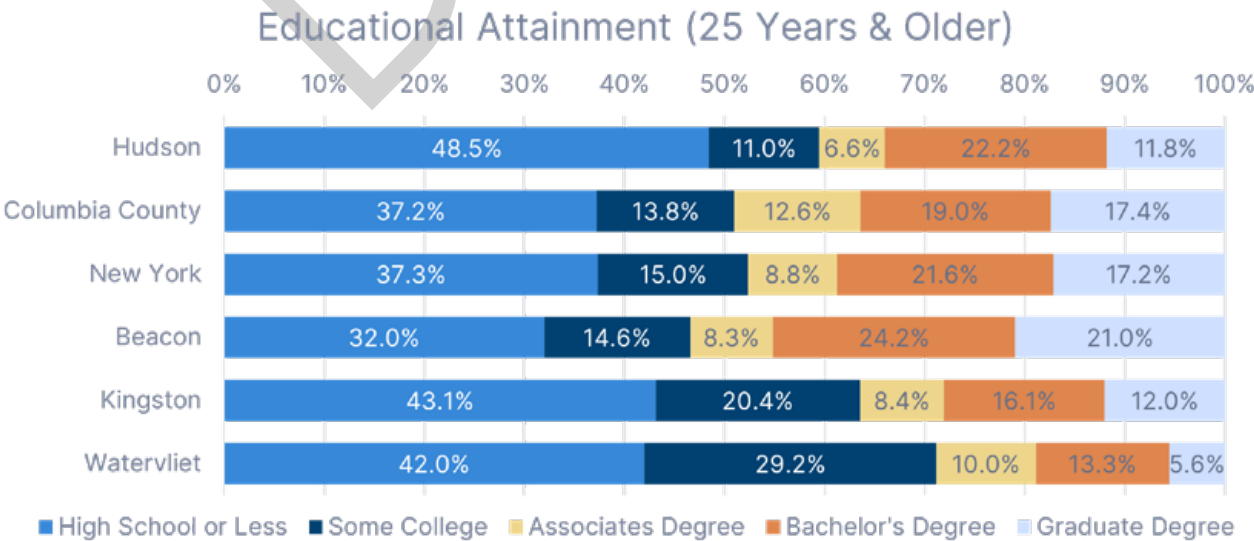


FIGURE 8: EDUCATIONAL ATTAINMENT BY LOCATION

Hudson has lower educational attainment than the benchmark cities. Beacon has notably higher educational attainment, with 45 percent of residents achieving a bachelor’s degree or higher, compared to 34 percent in Hudson. Watervliet and Kingston have a higher proportion of residents attaining some college or an associate’s degree as compared to Hudson. Watervliet and

Kingston have sizeable student populations due to their proximity to large community colleges and universities with regional draw. While Columbia-Greene Community College is located just outside of Hudson, in the Town of Greenport, it had a more modest total enrollment, as compared to other regional community colleges and universities, of 1,455 students in 2023.⁵

Income inequality within Hudson has increased since 2010— when adjusted for inflation, median household income declined while average household income remained the same.

Hudson’s median household income, when adjusted to 2023 dollars, declined by 14 percent from 2010 to 2022, while the average household income stayed steady, resulting in a median income of \$48,199 and an average income of \$87,802 (see Figure 9). The growing gap between median and average household income

suggests that, while some households are experiencing an increase in overall income (the average), more households (the median) are experiencing a decrease in their income and spending power. An uneven spread of income throughout the population is known as income inequality.

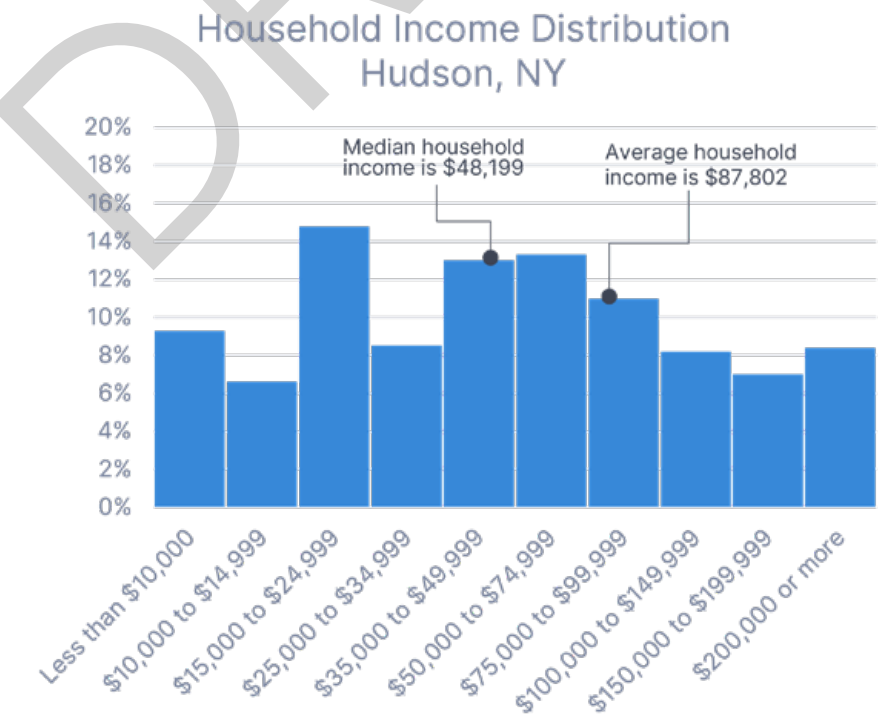


FIGURE 9: HOUSEHOLD INCOME DISTRIBUTION

Hudson’s median household income (\$48,199) is 43 percent lower than Columbia County’s (\$85,106)

Hudson has a lower median household income than the County, State, and benchmark cities (see Figure 10). When adjusted to 2023 dollars, Watervliet was the only benchmark city that also experienced

a decline in their median household income from 2010 to 2022. Kingston’s income stayed relatively stable, while Columbia County, the State, and Beacon saw increases in median household income.

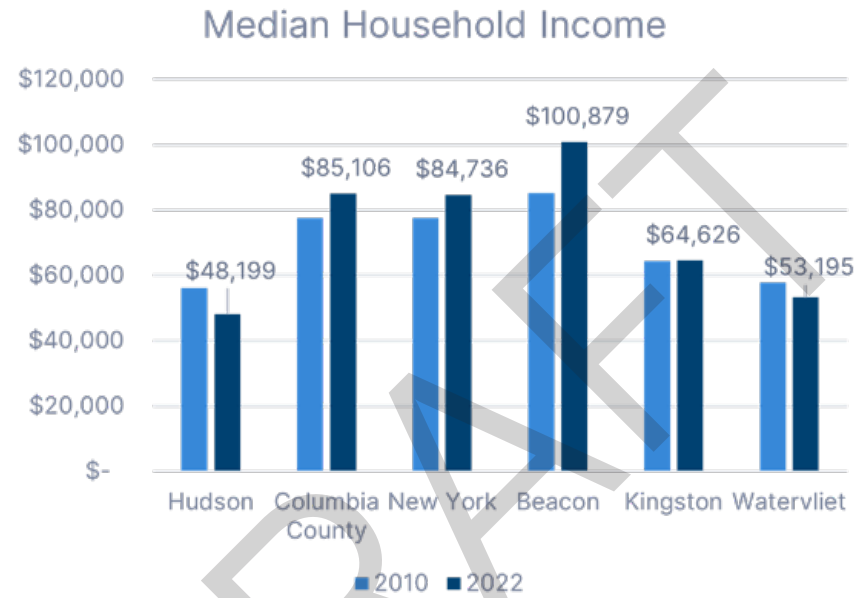


FIGURE 10: MEDIAN HOUSEHOLD INCOME

Hudson has more than double the rate of residents living in poverty compared to Columbia County.

Hudson has a larger percentage of its population living below the poverty line (23 percent) compared to the County (10 percent) and the State (14 percent). However, Hudson’s poverty rate is similar to other urban areas, such as Kingston (18 percent) and Watervliet (20 percent) (see Figure 11).⁶

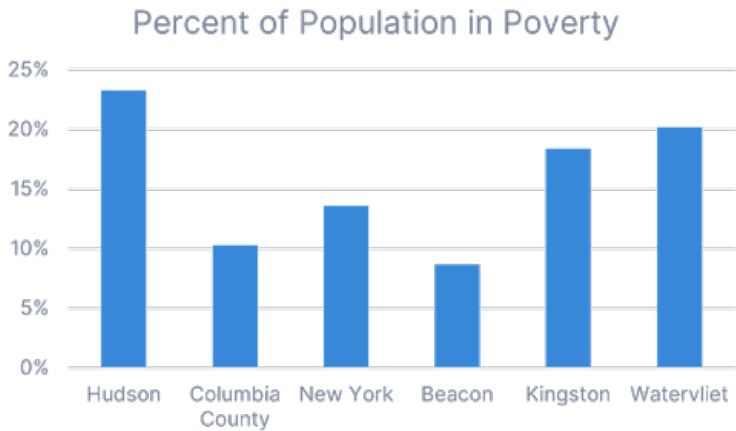


FIGURE 11: POPULATION IN POVERTY

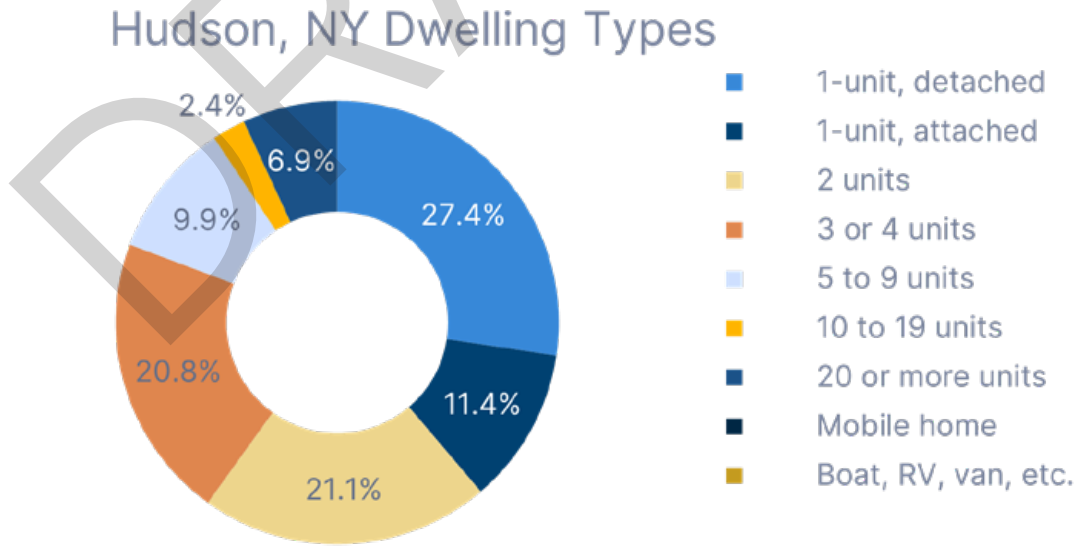
⁶ ACS, 2022 5-Year Estimates

Housing

Hudson has a variety of housing types that provide for the diverse needs and preferences of its residents. However, Hudson has an aging housing stock, and only 229 homes have been built since 1990.

Hudson has a diverse housing stock that matches its diverse population, but little housing has been built in the last 30 years. As of 2022, Hudson’s housing stock remained stable, with no significant change observed since 2010, totaling 3,408 units. Most of Hudson’s housing stock was built prior to 1940. Since 1990, only 229 housing units have been built in Hudson; however, there are four recently approved housing projects that, when completed, will add

roughly 120 new residential units.⁶ Hudson’s housing stock consists of a mix of low- and medium-density housing. Of Hudson’s total 3,408 units, 39 percent of units are single-family units, 42 percent are in two-to-four family buildings, and 19 percent are in buildings with five or more units (see Figure 12). When compared to Columbia County, Hudson has more one- and two-bedroom units, which is in line with Hudson’s larger share of one- and two-person households.



⁶ ACS, 2022 5-Year Estimates; City of Hudson

FIGURE 12: DWELLING TYPES

Twenty-five percent of Hudson’s housing stock is vacant.

About 30 percent of housing units in Hudson are owner occupied and 45 percent are renter occupied. Hudson has a much lower homeownership rate compared to the County (57 percent). Hudson has a much higher vacancy rate compared to Beacon (seven percent), Watervliet (11 percent), and Kingston (10 percent), but a similar rate to Columbia County. Though 25 percent of the housing stock in Hudson is vacant, only three percent of total housing units are available for sale or rent. Fifty-seven percent of vacant units are classified as “other vacant,” defined as not for sale, rent, or seasonal use.

units listed on various sites, representing approximately 3.4 percent of the housing stock. Per city code Chapter 325-28.3, Hudson residents can rent up to three units on the parcel in which they reside. Non-resident property owners may rent their property for up to 60 days per calendar year, provided their units are owner occupied for a minimum of 50 days per year. In Beacon, also a popular tourist destination, short-term rentals are hosted in only two percent of housing units. Beacon has a stricter policy regarding short-term rentals. Pursuant to § 223-26.5 of the Code of the City of Beacon, short-term rental units must be permitted and must be the primary residence of the owner.

Short-term rentals, such as Airbnb,⁷ are popular in Hudson, with an estimated 115

Market home prices and rents exceed what is affordable for households at median income.

According to 2022 ACS data, which includes subsidized and affordable housing, median rent in Hudson is \$1,194. Median rent in Hudson is seven percent higher than the median rent for Columbia County; however, the median household income in Hudson is 43 percent lower than the County's.⁷ When looking at active rental listings in Hudson for market rate properties, there is a much higher median rent price of \$2,450, indicating an affordability gap between the rental options on the market and what households at median income can afford. A household at Hudson’s median household income of \$48,200 can afford to pay up to \$1,200 a month for housing. This income and cost

disparity has led to cost burden for 57 percent of all renters.⁸ For homeowners, the median home value according to the 2022 ACS is \$289,000,⁹ while the median sales price for recently-sold homes is \$489,000.⁹ Based on the Department of Housing and Urban Development (HUD) income limits, 64 percent of households in Hudson qualify as low income, while only 16 percent of housing units are protected affordable housing. Figure 13 shows vacancies by Census block group as a percentage of total units in each block group. Vacancies are highest on Warren Street northwest of North Fourth Street, and in the southeast portion of the City.⁷

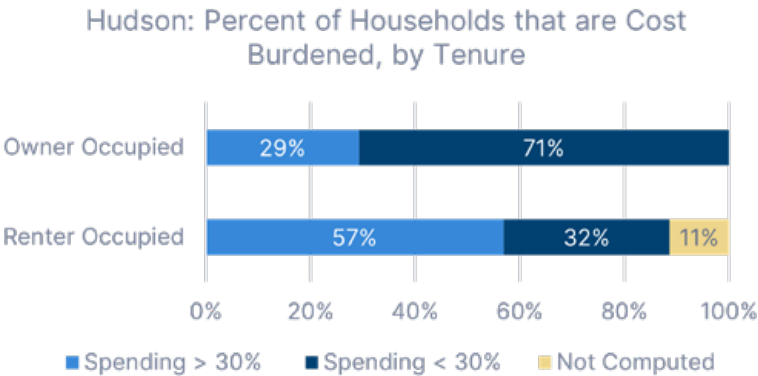


FIGURE 13: COST BURDEN

Economic

Hudson has a strong local economy with many shops, hotels, and restaurants supported by tourists and seasonal visitors, as well as major employment anchors in health care and public administration.

The top three industries in Hudson include health care and social assistance (39.5 percent); public administration (24.9 percent); and accommodation and food

services (10.4 percent). Hudson’s largest employer is Columbia Memorial Health, with an estimated 1,500 employees. Other principal employers are listed in Table 2.

| PRINCIPAL EMPLOYERS IN HUDSON, NY | | |
|---|---------------------------------|-------------|
| Employer | Industry | Employees |
| Columbia Memorial Health | Health Care & Social Assistance | 1,000-2,000 |
| Hudson School District | Educational Services | 400-600 |
| Columbia County Chapter of The Arc NY | Other Services | 250-499 |
| Columbia County Social Services | Health Care & Social Assistance | 100-249 |
| FASNY Firemen’s Home | Health Care & Social Assistance | 100-249 |
| The Wick, Hudson, a Tribute Portfolio Hotel | Accommodation and Food Services | 100-249 |
| Key Bank | Finance and Insurance | 100-249 |
| Hudson Valley 360 | Information | 100-249 |
| Columbia County | Public Administration | 100-249 |

Note: These numbers represent total employees; some employers have locations and employees outside the City of Hudson.
Sources: NYSDOL, 2023; Columbia Memorial Health; Hudson City School District

¹¹ Columbia Memorial Health, <https://www.columbiamemorialhealth.org/careers/>

TABLE 2

The top three industries where Hudson residents work are:

Educational services, health care, and social services (27.9 percent)

Arts, entertainment, recreation, accommodation, and food services (19 percent)

Retail (13.5 percent)

Most people who work in Hudson live elsewhere, and most workers who live in Hudson work elsewhere.

Eighty-seven percent of those who work in Hudson live outside of Hudson, with a majority coming from nearby towns in Columbia and Greene Counties (see Figure 17). Conversely,

75 percent of Hudson residents work outside of Hudson, with a significant portion (46 percent) traveling over 25 miles for work.¹²

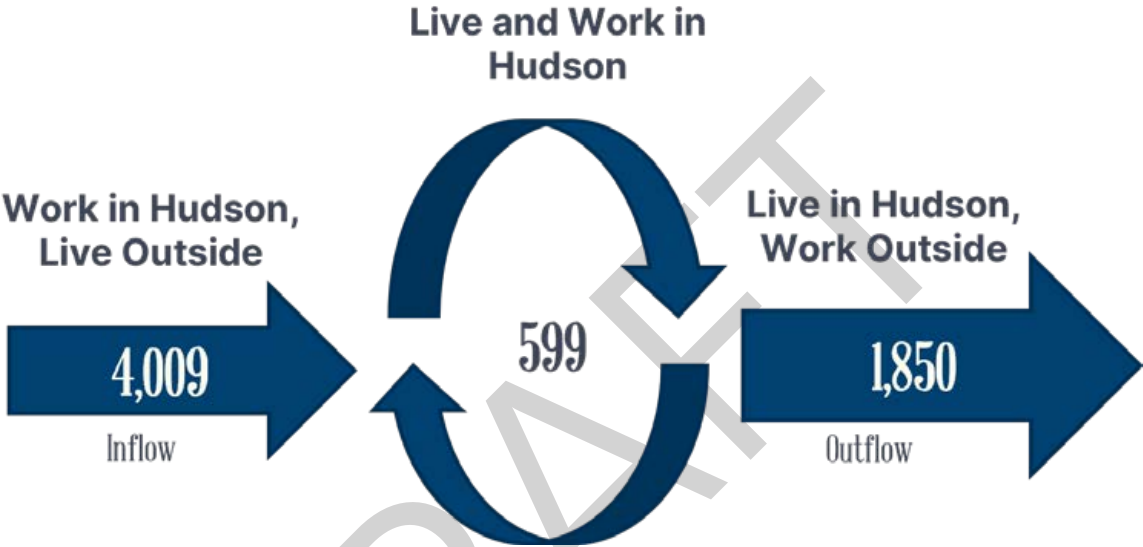


FIGURE 14: WORKER INFLOW/OUTFLOW

Resident employment in arts, entertainment, recreation, accommodation, and food services has more than tripled since 2012.

From 2012 to 2022, Hudson experienced a shift in its resident labor force, as resident employment in the arts, entertainment, recreation, accommodation, and food services industries increased by 232 percent, reflecting a significant shift from traditional employment to hospitality and creative arts. (see Figure 14).

The top employment sector for Hudson residents in both 2012 and 2022 was education, health care, and social services, which also gained employment over that period. Resident employment in retail trade declined by 37 percent but nevertheless remains a top resident employment sector.

¹² Census On the Map, 2022

Hudson’s unemployment rate has historically remained lower than the State’s.

The COVID-19 pandemic accelerated Hudson’s unemployment rate, peaking at 5.9 percent in 2020; however, that rate has since decreased to pre-pandemic levels.

In 2022, Hudson’s unemployment rate was 2.7 percent, which is the lowest it has been over the past 15 years (see Figure 15).

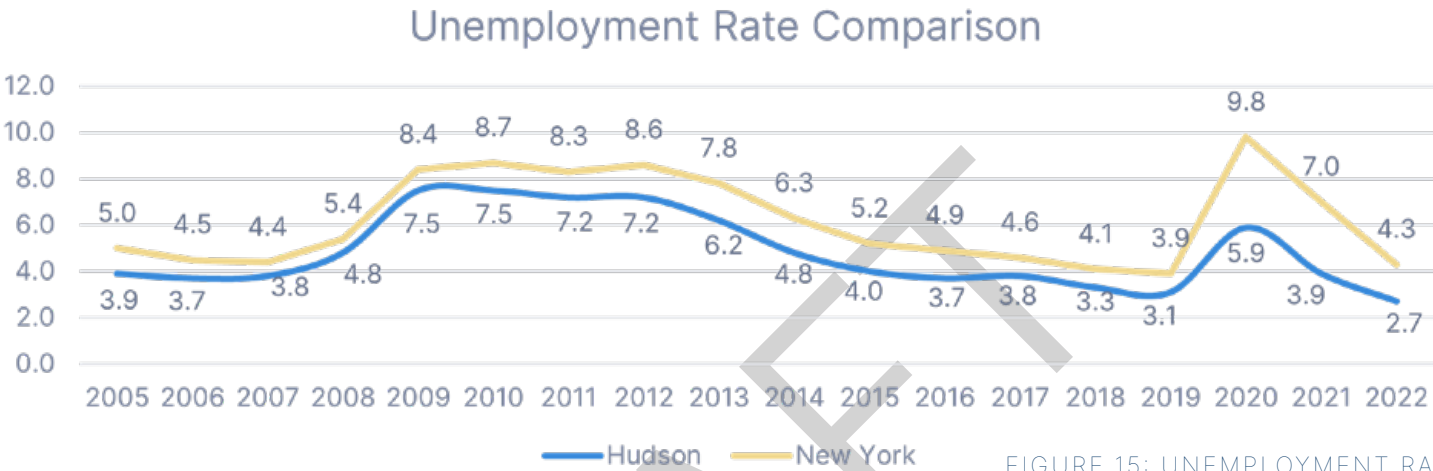


FIGURE 15: UNEMPLOYMENT RATE

Warren Street attracts visitors to the area and generates economic activity.

Hudson’s main commercial corridor is **Warren Street**, an approximately one-mile two-way thoroughfare extending from Promenade Hill Park at the northwest terminus to Route 9 at the southeast terminus. Warren Street features a variety of restaurants, art galleries, antique stores, personal services, and unique shopping options that attract visitors to the area and generate economic activity.

Hudson is developed with a significant concentration of antique furniture shops, totaling 55 across the city, with the largest cluster on Warren Street between North Fifth and South Seventh Streets. The Warehouse, which was once a chair factory, is located on Front Street south of the train station and houses multiple antique vendors, including the Antique Warehouse, the largest owner-operated antique shop in the Northeast.¹³



Photo ©: Visit Hudson NY; Danny Goodman

¹³ Visit Hudson NY Business Directory, 2024

Zoning & Land Use

Zoning

Residential districts permitting higher-density housing, such as R-2, R-3, R-4, and R-5, are clustered around the commercial core along Warren Street, while single-family residential districts (R-1) are primarily in the northeast and southeast areas of the city. Hudson’s commercial districts include the Central Commercial (C-C), General Commercial (G-C), and General Commercial Transitional (G-C-T) districts. The Central Commercial District along Warren Street fosters an attractive, mixed-use downtown for residents and visitors, while the other commercial districts on the edges of downtown allow additional commercial uses, including funeral homes, and automobile and boat sales establishments. (See Figure 20 for City of Hudson Zoning Map.)

The Industrial District (I-1), situated between the recreational conservation and residential areas surrounding downtown, allows commercial, manufacturing, and warehousing uses.

Following the City’s 2011 adoption of its state-approved Local Waterfront Revitalization Program (LWRP), Hudson amended its zoning to create two riverfront districts—the Core Riverfront (C-R) and Riverfront Gateway (R-G)—and two conservation districts—the Recreational Conservation (R-C) and Institutional-

Residential Conservation (I-R-C). The C-R District encourages mixed, water-dependent uses and expanded public river access, while the R-G District links Warren Street to the waterfront via a pedestrian-friendly corridor.

The Recreational Conservation District conserves the ecologically significant North and South Bays, providing public access to recreational opportunities. The Institutional-Residential Conservation District permits residential and institutional uses, such as public schools and the correctional facility, while protecting sensitive natural resources.

To promote affordable housing and protect critical resources, Hudson adopted an incentive zoning program (§325-28.2), applicable within the LWRA across all residential districts and, outside the LWRA, in any district permitting residential uses. The Planning Board may award a density bonus of up to 20 percent above base density, or up to 30 percent when low- or moderate-income housing is provided. Density bonuses are granted proportionally in exchange for community benefits, such as permanently protected conservation land, public trail or waterfront access, or historic resource rehabilitation, and secured by binding agreements with the City.

Land Use

While Hudson’s zoning code establishes a structure for orderly growth, certain provisions inadvertently hinder the City’s equity, sustainability, and smart growth goals. For example, the code significantly favors low-density, single-family housing across large portions of the city, limiting housing supply, affordability, and diversity, and making mixed-income developments challenging. Similarly, strict segregation of residential, commercial, and industrial activities into separate districts conflicts with the creation of vibrant, mixed-use, walkable neighborhoods.

Additionally, existing zoning standards create barriers to compact, transit-oriented, and infill development. Requirements such as large minimum lot sizes, low maximum lot coverage, and substantial setbacks—even within the R-3 “Multiple Residence” districts—make it difficult to develop at scales consistent with Hudson’s historic neighborhoods or to reuse older buildings without variances. Together, these factors indicate that current zoning may not fully support the diverse housing options and lively, walkable communities envisioned by New York State’s Smart Growth principles.

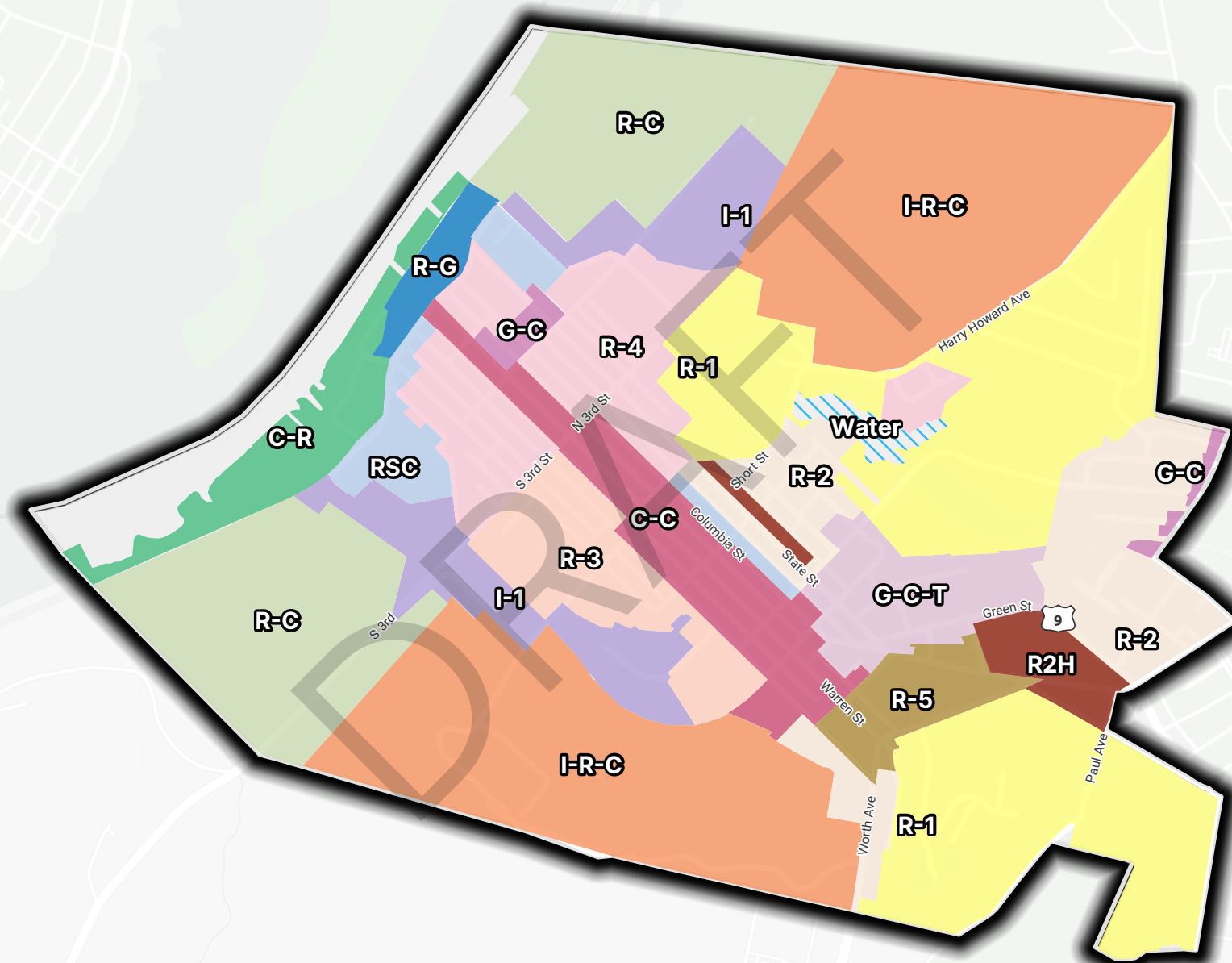
While zoning refers to the guidelines for development in a particular area, land use refers to how people are using the land. As shown in Figure 17, roughly 40 percent of the land in Hudson is used for institutions and community services, most notably for public schools and the correctional facility. Residential land uses are the second-most common land use type (18.7 percent), and are located primarily in the eastern area of the city. Commercial uses make up 17.8 percent, with a large area located in the South Bay area. Vacant land accounts for 12.2 percent and is concentrated in the single-family residential zone between State Street and the Empire State Trail and the southeast area of the city near Cedar Park Cemetery. Industrial uses only make up 2.3 percent and are scattered on the perimeter of downtown and into the North Bay.¹⁷

¹⁵ City of Hudson
¹⁶ City of Hudson Code, Zoning Chapter 325-17.3
¹⁷ City of Hudson; Columbia County; NYS

Zoning

Hudson, NY

FIGURE 16

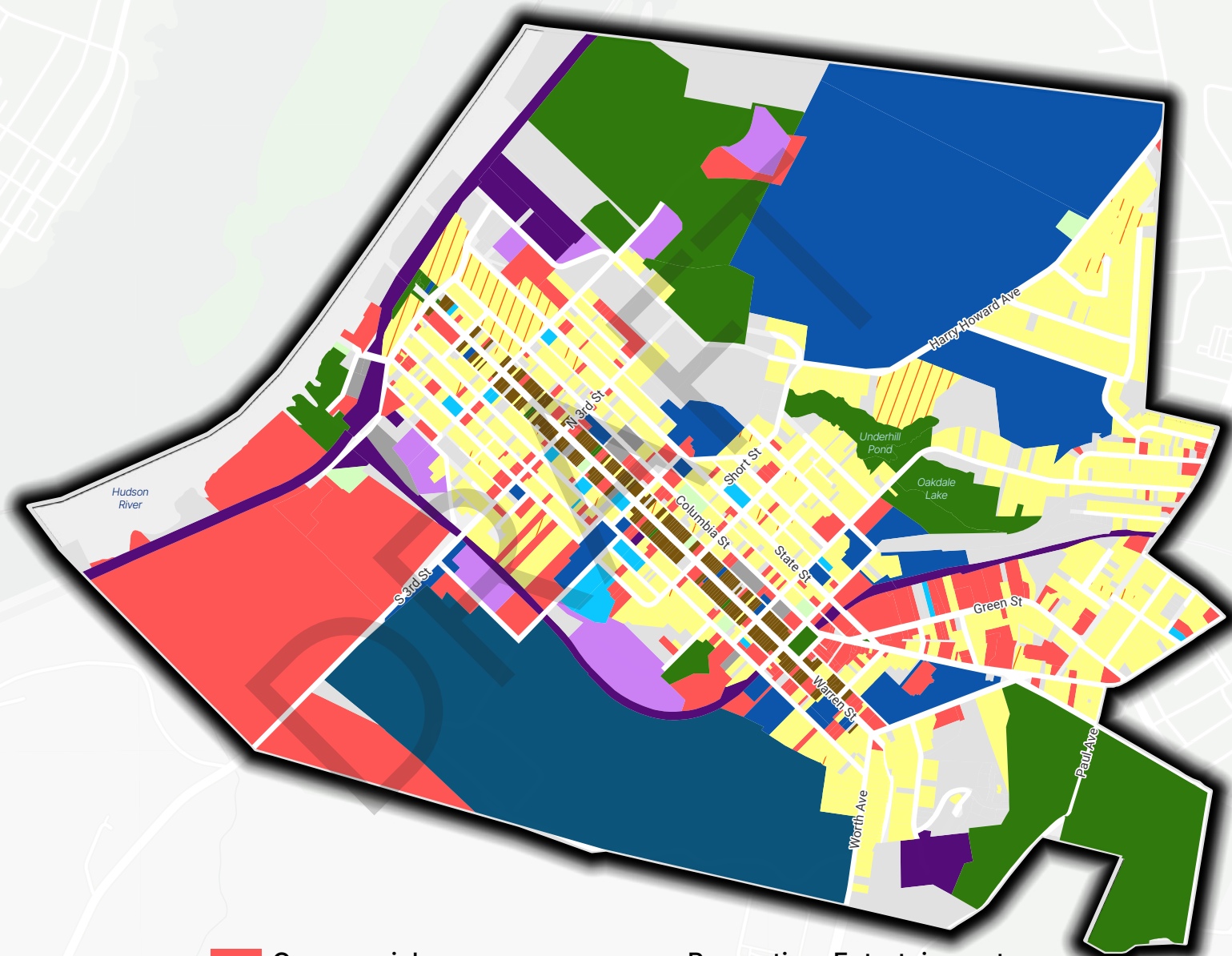


- | | | |
|---|--|--|
| Central Commercial (C-C) | One-Family Residence (R-1) | Recreational Conservation District (R-C) |
| Core Riverfront District (C-R) | One- and Two-Family Residence (R-2) | Riverfront Gateway District (R-G) |
| General Commercial (G-C) | Multiple Residence (R-3) | One- and Two-Family and Conditional Office (R2H) |
| General Commercial Transitional (G-C-T) | Three-Story Multiple Residence (R-4) | Residential Special Commercial (RSC) |
| Industrial (I-1) | Residential Transitional Service (R-5) | Water |
| Institutional-Residential Conservation District (I-R-C) | | |

Existing Land Use

Hudson, NY

FIGURE 17



- | | |
|---|--|
| Commercial | Recreation, Entertainment, Arts, and Culture |
| Community Facility | Residential |
| Institutional | Residential (Apartments & Living Accomodations) |
| Institutional (State Correctional Facility) | Vacant Land |
| Light Industrial | Wild, Forested, Conservation Lands, and Public Parks |
| Mixed-Use | |
| Parking | |
| Public Utilities | |

Community Inventory

Institutions and Community Facilities

The City of Hudson has a wide range of community facilities that provide essential public services. Key facilities include City Hall, the Hudson Area Library, Police and Fire Departments, schools, health facilities, and multiple county government facilities (see Figure 18).

The Hudson School District includes M.C. Smith Elementary School, Hudson Junior High School, and Hudson Senior High School. In 2018, the John L. Edwards Primary School merged with the M.C. Smith Elementary School, consolidating grades pre-K through fifth into one facility. In the 2022/2023 school year, Hudson schools served 1,500 students (K-12). Between 2013 and 2023, the school district experienced a 16 percent decline in enrollment.¹⁷

Hudson also offers community facilities that provide educational and recreational programming to specific populations. These facilities include the Senior Center (51 North Fifth Street) and Youth Center (18 South Third Street). Hudson also features many places of worship that provide residents with community and connection.

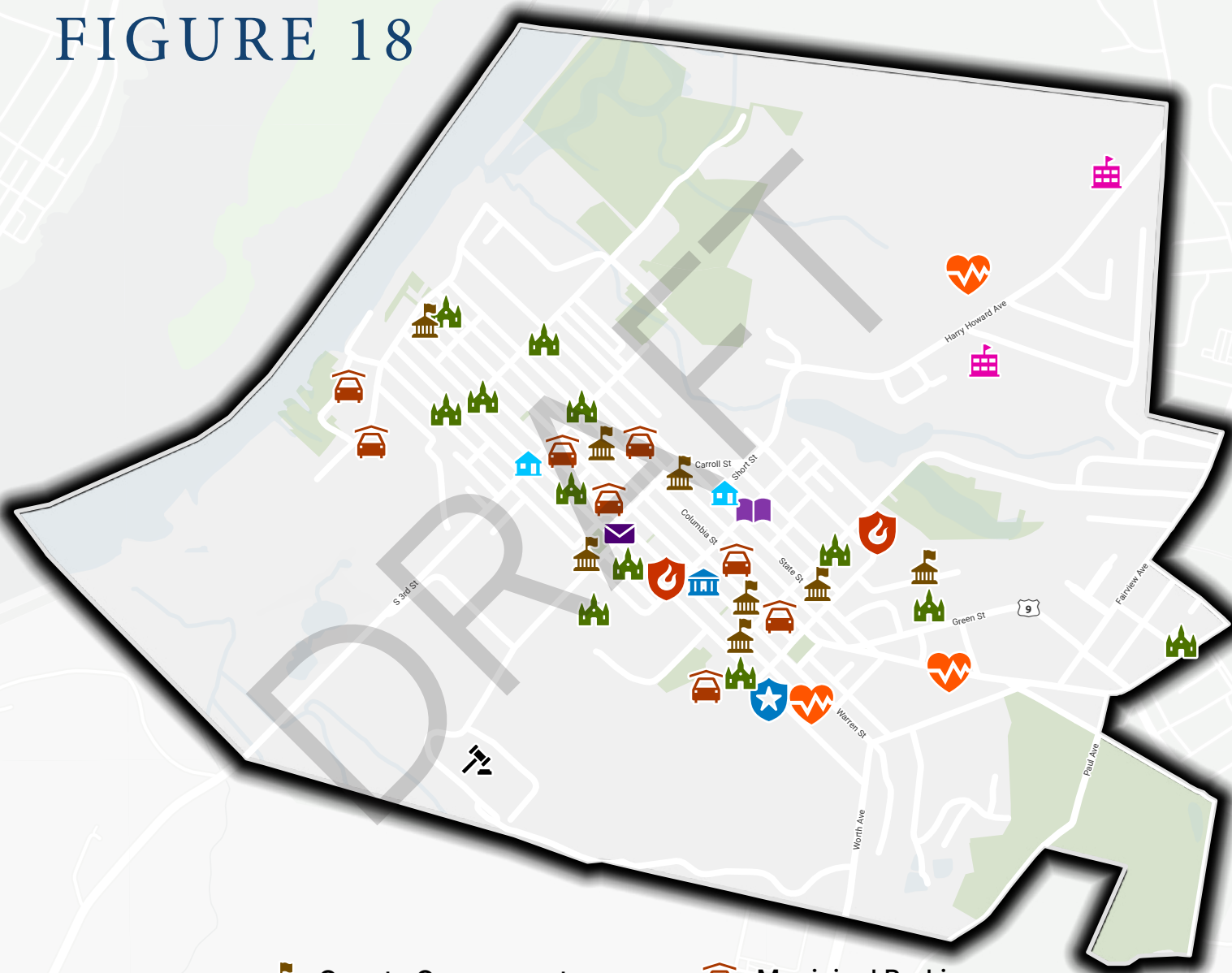
The Hudson Correctional Facility is a medium security facility for males aged 20 to 81. The facility has a population capacity of 261, with a current (2023) population of 92 and an average daily population of 106 over the previous 12 months. Since 2020, the average population has remained under 110. The prison has 234 staff members.













¹⁷ NYS Department of Education, <https://data.nysed.gov/>

Institutions and Community Facilities

Hudson, NY

FIGURE 18



- | | |
|--|---|
|  County Government |  Municipal Parking |
|  Firehouse |  Place of Worship |
|  Hudson Area Library |  Police Department |
|  Hudson City Hall |  Post Office |
|  Hudson Correctional Facility |  Public School |
|  Medical and Health Facility |  Recreation Center |

Cultural and Historic Resources

Hudson has a dynamic history, as the first city to be incorporated after the 13 colonies became the United States. The city has transitioned from a bustling seaport in the late 18th century and a center of industry in the 20th century to the arts and cultural hub it is today.¹⁸ This rich history is reflected in the unique architectural styles that can be found in Hudson’s historic districts and sites.

In 2003, the City of Hudson adopted Local Law Number 3, which created the Historic Preservation Commission. Historic Landmarks and Districts designated by the Commission are protected under this law and, therefore, must obtain a Certificate of Appropriateness from the Commission prior to implementing any façade alteration. If a landmark or property in a historic district has an interior that is open to the public, no alterations affecting its appearance may occur without Commission approval. The Historic Preservation Commission has identified six local historic districts and 13 local landmarks that are crucial for the protection and enhancement of Hudson’s attractiveness and cultural heritage.

The National Register of Historic Places (NR) lists three historic districts and nine historic buildings or structures. Of these NR-listed resources, the Dr. Oliver Bronson House and Estate is a National Historic Landmark, and the Front Street-Parade Hill-Lower Warren Street Historic District is a district with national significance.¹⁹ These districts and historical sites are presented in Figure 19.

Historic Hudson, an organization founded in 1996, promotes the preservation of the unique architectural heritage represented in Hudson. Hudson’s library hosts the History Room, which houses a special collection on the history of the City of Hudson and the region.¹⁸

Hudson’s rich history and architecture has attracted many creatives and entrepreneurs into the area and has transformed Hudson into a lively arts and culture hub featuring over 30 art galleries, such as Carrie Haddad, Front Room, and Hudson Eye. Hudson is home to five cultural venues, including the Basilica Hudson, Hudson Hall, Lightforms Art Center, Park Theater Hudson, and Time & Space Limited. These venues host a range of live performances and events such as the Basilica Farm & Flea, Hudson Film Festival, and the Hudson Eye. The cultural organizations—Operation Unite NY and The Hudson Arts Coalition—arrange popular community events such as Waterfront Wednesdays and the Hudson Black Arts & Cultural Festival. The Hudson Farmers Market, hosted from February to November, is a community staple that provides residents with fresh produce and products. These organizations, events, and venues, among others, attract visitors and enhance the quality of life for residents by providing unique cultural opportunities year-round.

TABLE 3

| LOCALLY DESIGNATED HISTORIC RESOURCES | |
|---------------------------------------|--------------------------|
| Name | Address |
| Amtrak Station | 69 South Front Street |
| C.H. Evans Hook and Ladder | 440 Warren Street |
| Cavell House | 69 Prospect Avenue |
| Christ Church Episcopal | 431 Union Street |
| First Presbyterian Church | 369 Warren Street |
| H.W. Rogers Hose | 342 Warren Street |
| J.W. Edmonds Hose | Park Place |
| J.W. Hoysradt Chemical Hose | 515 Warren Street |
| John T. Haviland House | 34-36 South Fifth Street |
| Old Shiloh Baptist Church | 241 Columbia Street |
| Robert Jenkins House | 113 Warren Street |
| Robert Taylor House | 68 South Second Street |
| Washington Hose Company | 1 North Front Street |

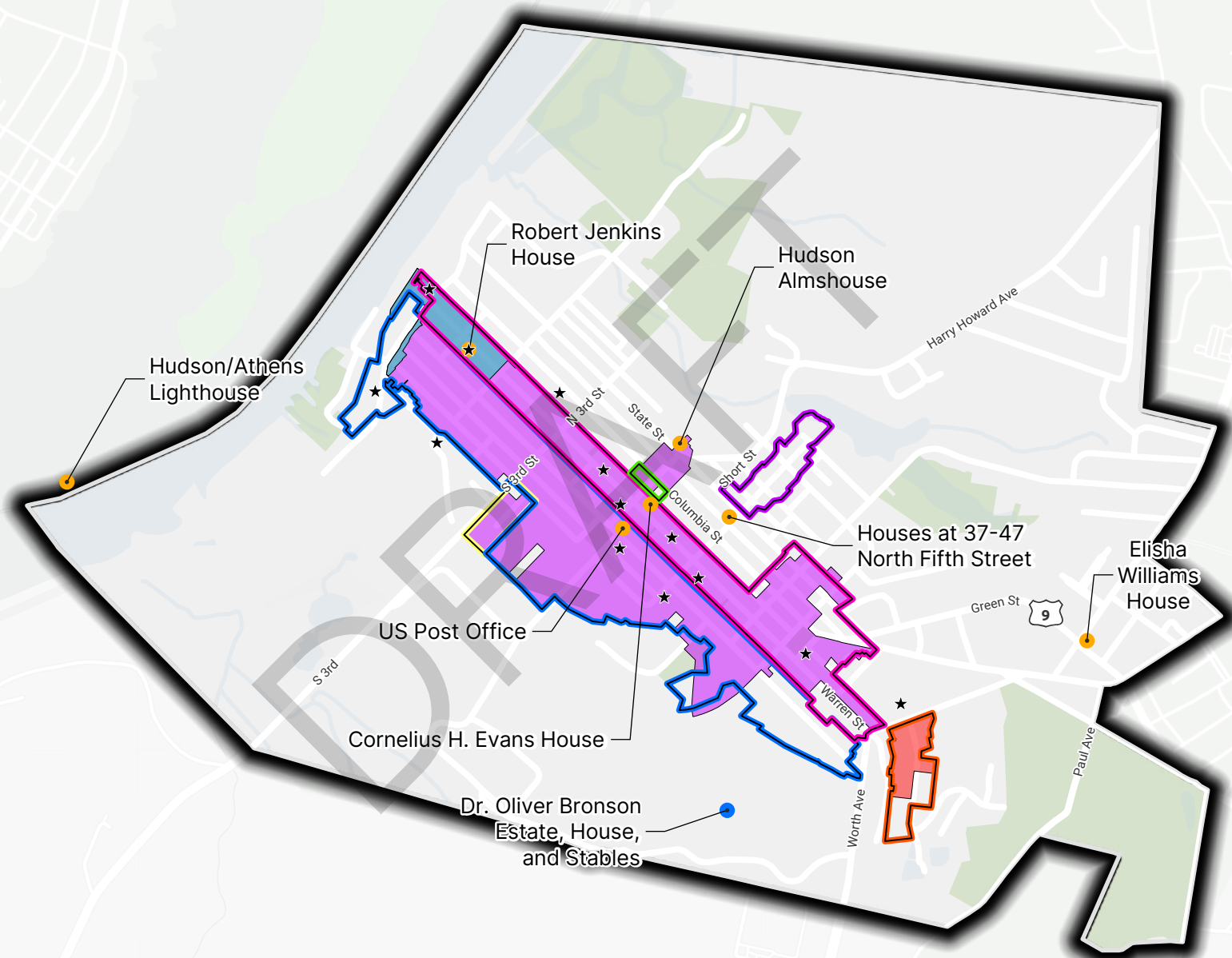
Source: City of Hudson

¹⁸ City of Hudson

Historic and Cultural Resources

Hudson, NY

FIGURE 19



Local Historic Districts

- Armory
- North Fourth Extension
- Rossman Avenue/Prospect Avenue
- Union/Allen/Front Streets
- Warren Street
- Willard Place

★ Locally Designated Historic Resource (see Table 4)

National Register Historic Districts and Resources

- Front Street-Parade Hill-Lower Warren Street Historic District
- Hudson Historic District
- Rossman/Prospect Avenue Historic District
- National Register of Historic Places
- National Historic Landmark

Transportation Infrastructure

According to the 2017 Highway Mileage Report for NYS, Hudson has 25.8 miles of centerline highway mileage. The centrality of these highways in the city has led to congestion, traffic, and pedestrian safety concerns.²⁰ In 2021, the City commissioned a traffic study to address large vehicle and truck traffic traveling through densely developed residential neighborhoods. The study identified two alternate routes for further analysis.

Hudson is served by several County-run public bus transportation options, including the Hudson-Albany commuter route and the Hudson-Greenport Shuttle Route, as well as Greene County Transit to Catskill (see Figure 20).²¹ Hudson’s Train Station is served by Amtrak and has the third-highest New York Amtrak ridership.²²

Hudson boasts a highly walkable environment due to its compact size and dense development, facilitating easy access to daily necessities without the need for a car. The City is also taking steps to increase sidewalk accessibility. In December 2022, in order to resolve the large portion of Americans with Disabilities Act (ADA) noncompliant sidewalks and curb cuts within the City, Hudson established a Sidewalk Improvement District Program. This program requires property owners to pay an annual fee to the City for sidewalk repairs and maintenance to meet ADA compliance.

Other active modes of transportation, however, such as biking, are less accessible due to the City’s limited bicycle infrastructure.²³ As a step to making Hudson more walkable and bikable, the Dugway Trail–Harry Howard Mixed-Use Path, a section of the Empire State Trail that connects the Dugway Trail from Mill Street to Greenport, was completed in 2021.



Photo ©: Adam Moss, flickr

In 2019, the City eliminated parking requirements to facilitate development. In 2022, the City conducted a citywide parking study, finding that 85 percent of Hudson’s public parking is located on-street with only two large off-street parking lots—municipal lots at City Hall and South Front Street (Amtrak). The study concluded Hudson’s parking supply was not at capacity; however, new development, particularly in the Depot Area, would increase demand. Key recommendations from the study included creating a parking authority and a dedicated staff position for parking management; adding parking supply by better utilizing alleys and backyard parking, street parking, perimeter lots, and private lots; and implementing mobility options such as a downtown shuttle, enhanced bicycle and pedestrian infrastructure, and taxi or for-hire vehicles to manage parking demand.

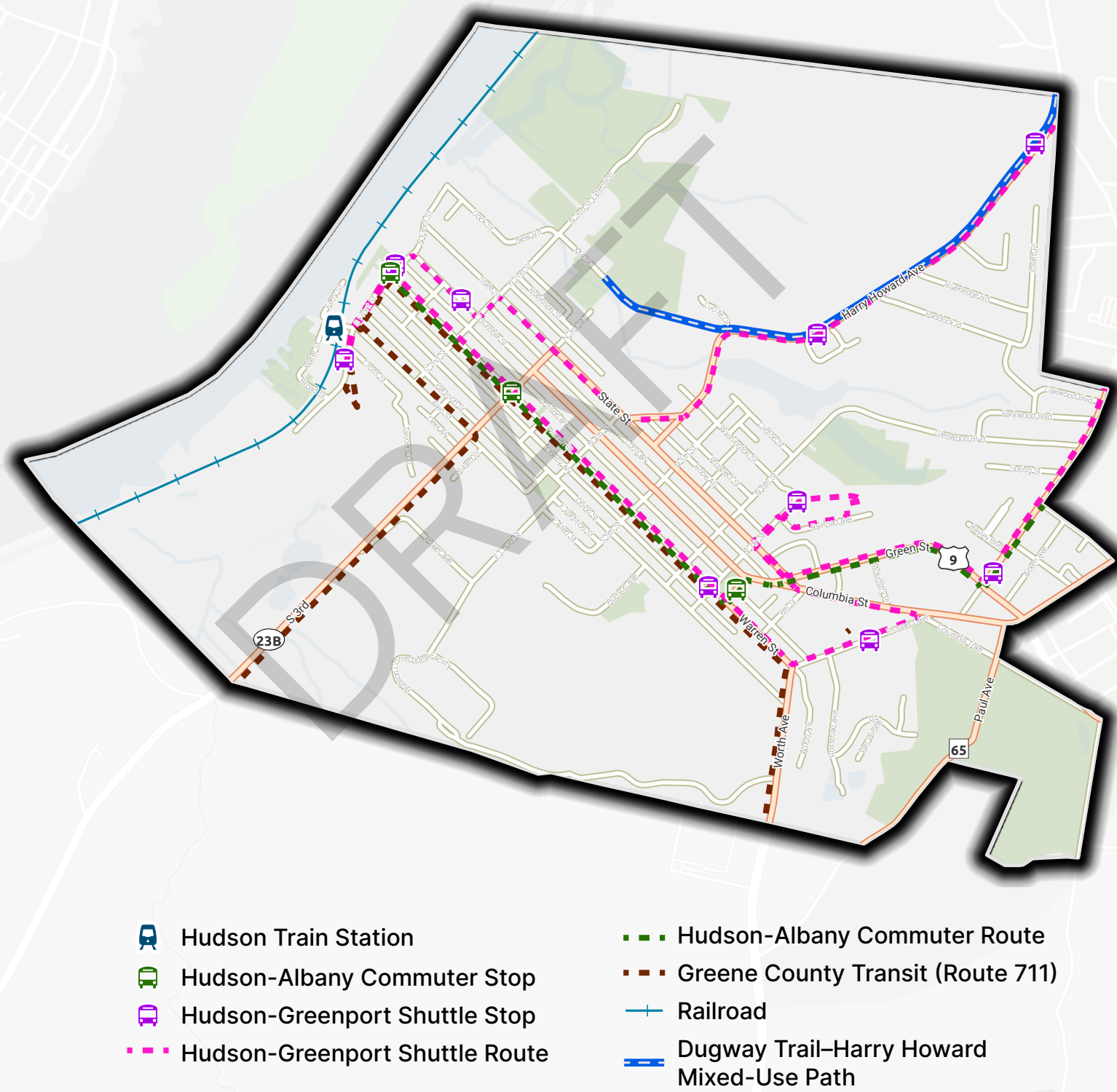
Sewer & Water Infrastructure

Due to Hudson’s older sewer infrastructure, 61 percent of sewer lines are combined sewer and stormwater.²⁴ The City has been working on separating combined sewer and stormwater infrastructure using funding from multiple State grants. The separation of the sewer and stormwater lines would decrease sewage entering the Hudson River due to stormwater overflow. The city’s drinking water is sourced from a surface water reservoir located in Churchtown, New York. The city’s water system services the entire population through 2,200 connections.²⁵

Transportation

Hudson, NY

FIGURE 20



²⁰ Mileage is measured along the centerline of the highway (in one direction) regardless of the number of lanes or whether the highway is divided or undivided. (City of Hudson Truck Route Traffic Study, 2021)
²¹ Columbia County Transportation Plan, 2023
²² Amtrak Fact Sheet, Fiscal Year 2019
²³ WalkScore.com
²⁴ Columbia County

Natural Resources, Parks, and Open Space

Hudson features several passive and active recreational amenities and parks, such as the Henry Hudson Waterfront Park, Oakdale Park, Promenade Hill Park, Charles Williams Park, and a few pocket parks (see Table 4 and Figure 21). Hudson also hosts six miles of an on-road segment of the Empire State Trail, which is a 750-mile trail that connects NYC to the Canadian border.²⁶

In May of 2019, Hudson conducted a natural resource and open space inventory. The inventory found that the North and South Bays are a natural resource of Statewide significance, hosting globally rare freshwater tidal wetlands and State-listed bird and plant species. Hudson’s North Bay

is a freshwater emergent wetland, while the South Bay is a mix of freshwater emergent and forested/shrub wetlands. Emergent wetlands are usually in low-lying areas and have vegetation that emerges out of standing water. Forested/shrub wetlands are usually found on the periphery of emergent wetlands and are dominated by low woody plants or trees. Both wetland areas are Class One (1) State-regulated freshwater wetlands, which are protected by State and Federal regulatory agencies to the strictest standards due to the environmental benefits they provide, such as flood protection, water quality improvement, and recreational opportunities.²⁷

TABLE 4

| PARKS, OPEN SPACE, AND RECREATIONAL FACILITIES | |
|--|--|
| Facility | Description |
| Promenade Hill Park | Views of Hudson River and Catskills, playground (includes 1 North Front Street) |
| Henry Hudson Waterfront Park | Boat launch and limited dock space, pavilion, picnic areas, event space, and restrooms; home to Waterfront Wednesdays |
| Public Plaza | Seating, planting |
| Hudson Dog Park | Dog park with pergola, fencing, seating |
| Charles Williams Park | Pavilion, playground, sports fields; receiving significant renovations |
| Thurston Pocket Park | Playground, seating |
| Parc Foundation Pocket Park | Seating, planting |
| Washington Park at the County Courthouse | Seating, pavilion, memorials, Courthouse lawn |
| Oakdale Park | Lake with swimming beach, trails, playground, pavilion, picnic areas, basketball court, skate park; home to Hudson Youth Department summer program; currently under consideration for renovation |
| 400 Block Pocket Park | Seating |
| 500 Block Pocket Park | Seating |
| Galvan Field | Little league field |
| Rogers Park | Olympic torch, currently a traffic island |
| Seventh Street Public Square | Seating, strolling; in 2019 inventory survey, it was most mentioned park; receiving significant renovations |
| Hudson City Cemetery and Cedar Park Cemetery | City-owned cemeteries with walking paths |
| Empire State Trail | 1.6-mile on-road segment of the 750-mile trail from NYC to Buffalo, NY |

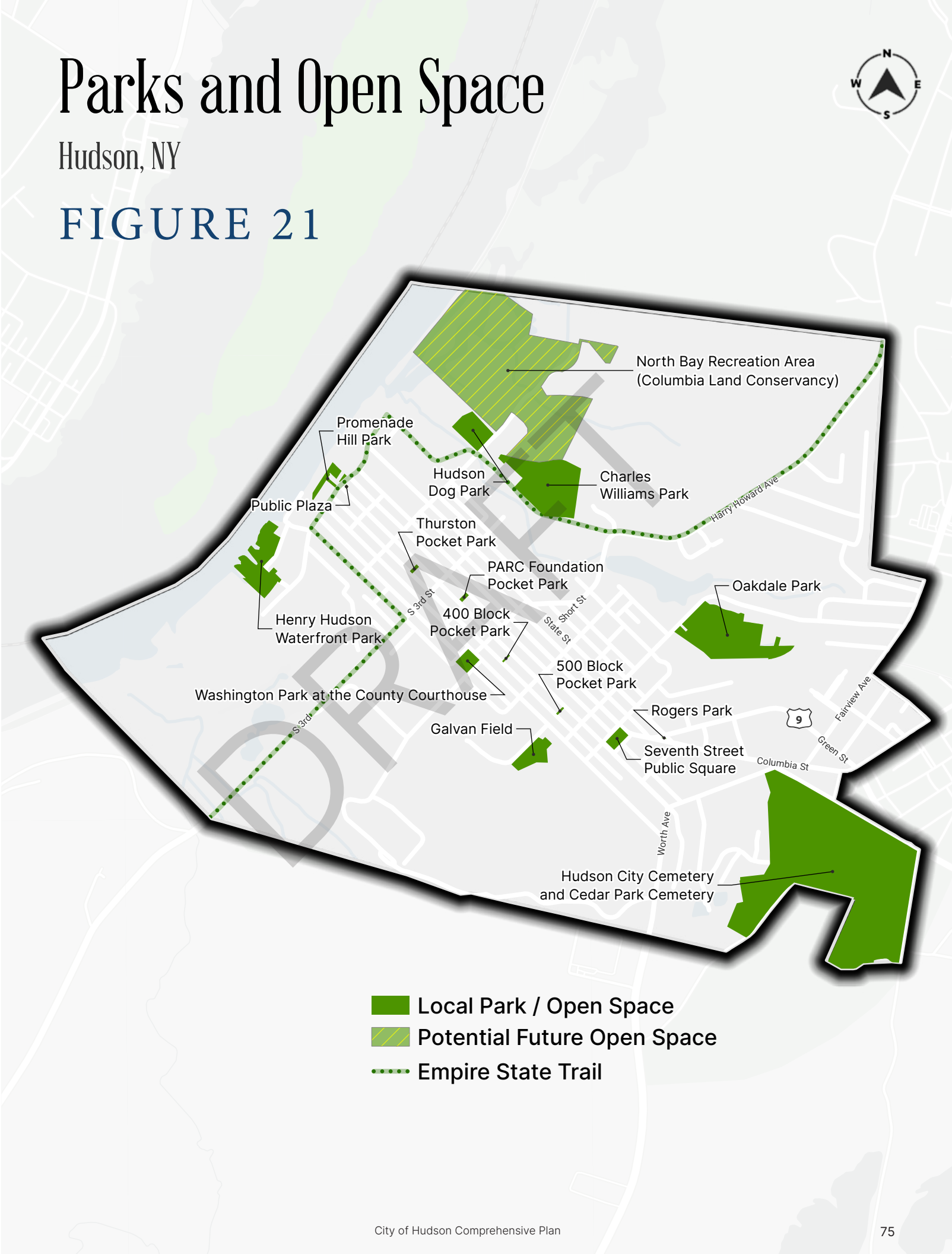
Sources: 2019 Natural Resource and Open Space Inventory; City of Hudson

²⁶ 2019 Natural Resource and Open Space Inventory; City of Hudson

Parks and Open Space

Hudson, NY

FIGURE 21



- Local Park / Open Space
- Potential Future Open Space
- Empire State Trail

Climate Resiliency & Sustainability

The City of Hudson has achieved Bronze Certification as a Climate Smart Community (CSC). The CSC program is a NYS interagency initiative providing technical and financial assistance to communities that implement measures to reduce greenhouse gas emissions and adapt to climate change. Hudson’s Conservation Advisory Council (CAC) actively advises the city on environmental issues related to climate resiliency and sustainability.

According to the Climate Summary for Communities report conducted by the Hudson River Estuary Program in 2016, Hudson faces climate risks including heatwaves, short-term drought, and flooding. The City has taken steps to become more resilient to these risks, including adopting the Local Waterfront Revitalization Plan (LWRP) in 2011. This program is administered through the NYS Department of State and provides coastal areas with support for planning and implementing climate adaptation and flood reduction strategies. In 2018, Columbia County adopted a Multi-Jurisdictional Hazard Mitigation Plan that identifies at-risk critical community assets in Hudson and outlines a process for developing and prioritizing mitigation strategies. In June 2021, Hudson became a bronze certified NYS Climate Smart Community, having taken actions to reduce greenhouse gas emissions and adapt to a changing climate.

The City of Hudson Conservation Advisory Council (CAC), composed of volunteer members with expertise in ecology, environmental issues, community planning, and education, plays a vital role in addressing climate resilience. The CAC advises city officials on legislation and policy to safeguard the health and safety of residents, ecological health, and urban livability, and coordinates with county, regional, and state agencies to gather information and identify environmental solutions.

Hudson has an increased risk of flooding due to its location along the Hudson River. With grant support from the Department of Environmental Conservation’s Hudson River Estuary Program and the New England Interstate Water Pollution Control Commission (NEIWPCC), the City worked with Hudson Valley Collaborative to develop a preliminary climate-adaptive design (CAD) plan for the public portion of Hudson’s waterfront. This CAD plan sets long-term improvement strategies for Henry Hudson Waterfront Park to ensure the park is available and useful as a recreational space, as river levels are projected to rise significantly over the next 80 years. Hudson has also established specific standards and processes for developing near flood zones and has prioritized the preservation of wetlands and floodplains in their City Code.²⁸

The majority of Hudson’s Census block groups are Potential Environmental Justice Areas (PEJAs) under NYS criteria. PEJAs are block groups where at least 52.42 percent of the population reported themselves to be members of minority groups; or at least 22.82 percent of the population had household incomes below the federal poverty level. PEJA communities are particularly vulnerable to the impacts of climate change, as they are often overburdened by environmental hazards and are disadvantaged in addressing these hazards due to lack of resources and social inequities.²⁹

²⁸ Hudson City Code; Hudson Climate Adaptive-Design Phase II Report, 2022

Sources

Data used in this section’s figures and maps came from a variety of sources, as seen in the table below.

| Figure | Source |
|-----------|--|
| Figure 1 | US Decennial Census 1970-2020; Annual Population Estimates (2010-2022) |
| Figure 2 | US Decennial Census, 2010 & 2020 |
| Figure 3 | US Decennial Census, 2020 |
| Figure 4 | US Decennial Census, 2020 |
| Figure 5 | ACS 5-Year Estimates, 2022 |
| Figure 6 | ACS 5-Year Estimates, 2022 |
| Figure 7 | NYSED Enrollment Data, 2013–2023 |
| Figure 8 | ACS 5-Year Estimates, 2022 |
| Figure 9 | "ACS 5-Year Estimates, 2010 & 2022 (Income amounts were inflated to 2023 amounts)" |
| Figure 10 | "ACS 5-Year Estimates, 2010 & 2022 (Income amounts were inflated to 2023 amounts)" |
| Figure 12 | ACS 5-Year Estimates, 2022 |
| Figure 13 | ACS 5-Year Estimates, 2022 |
| Figure 14 | ACS 5-Year Estimates, 2022 |
| Figure 15 | On the Map, 2021 |
| Figure 16 | ACS 5-Year Estimates, 2022 |
| Figure 17 | City of Hudson |
| Figure 18 | City of Hudson |
| Figure 19 | City of Hudson; Columbia County |
| Figure 20 | City of Hudson; Columbia County; National Register of Historic Places |
| Figure 21 | Columbia County; Greene County; NYS |



Photo: Henry Hudson Riverfront Park,
Courtesy of Jeffrey Haworth

Chapter 4

Hudson 2035

This chapter outlines the plan’s recommendations, organized around five guiding principles informed by community input. Each guiding principle captures the community’s vision for Hudson’s future and is detailed on pages 62-63, along with specific examples of how these principles might look in practice. Page 64 introduces the “Big Ideas,” which are major objectives aligned with these guiding principles. The subsequent sections detail specific recommendations that advance these Big Ideas. Each recommendation includes considerations regarding the administrative capacity, funding, and timing required for successful implementation.

- Affordable Hudson
- Livable Hudson
- Civic Hudson
- Resilient Hudson
- Connected Hudson

Guiding Principles

Affordable Hudson

Make Hudson an affordable place for residents to live and thrive.

Develop strategies to align quality of life more closely with the cost of living for Hudson’s diverse residents.

Support affordable, high-quality housing for residents of diverse income levels through policies such as inclusionary zoning, financial assistance programs, and infrastructure improvements to meet extant, and new, housing needs.

Livable Hudson

Empower Hudson as a place where residents can work, do business, and earn a living wage.

Develop integrated economic development policies that create new high-quality jobs and connect residents to existing employment opportunities.

Support local entrepreneurship and job training for new and incumbent workers.

Strengthen Hudson’s commercial corridors and main economic and employment drivers.

Civic Hudson

Make Hudson a city where people feel safe, welcome, and connected - to each other and to their future in the city.

Develop more spaces and programming that help build community and create opportunities for connection.

Build on the existing open and cultural spaces to better meet residents’ needs.

Consider new ways for inclusive, bottom-up participation at the ward and neighborhood levels.

Shape the city to better address the needs of young residents.

Resilient Hudson

Design Hudson to be environmentally resilient with sustainable and sound infrastructure.

Develop sustainability practices and promote infrastructure improvements to meet changing climate needs.

Identify potential environmental hazards and vulnerabilities with the goal of prioritizing mitigation and adaptation strategies.

Prepare for post-disaster economic recovery through financial assistance, permitting processes, and infrastructure planning.

Connected Hudson

Make Hudson a place where it’s easy, safe, and enjoyable to walk, bike, and get around.

Build on walkability to improve safety and expand the city’s walkable area.

Make it easier to get around by supporting active mobility practices and transit options.

Overview of Big Ideas

| | | Affordable | Livable | Civic | Resilient | Connected |
|----|---|------------|---------|-------|-----------|-----------|
| 1 | Modernize Hudson’s zoning code to better represent the Hudson of today | ● | ● | ● | ● | ● |
| 2 | Improve the City’s processes and capacity to promote affordability | ● | ● | | | ● |
| 3 | Create an anti-displacement framework | ● | | ● | | |
| 4 | Promote public realm improvements to support existing and future businesses | | ● | | ● | ● |
| 5 | Make Hudson a “live and work” city | ● | ● | | | |
| 6 | Improve public, open, and “third spaces” | | ● | ● | | |
| 7 | Make Hudson age-inclusive | | | ● | | |
| 8 | Strengthen Hudson’s arts and cultural amenities | ● | ● | ● | | ● |
| 9 | Preserve Hudson’s natural resources while addressing sources of pollution | | ● | ● | ● | ● |
| 10 | Strengthen Hudson’s resilience to the impacts of climate change | ● | | ● | | ● |
| 11 | Improve local mobility and regional access | | | | | ● |
| 12 | Create unique “Hudson” wayfinding throughout the city | | ● | ● | | ● |



Photo: Columbia County Courthouse, Courtesy of Jeffrey Haworth

Hudson 2035

Modernize Hudson’s zoning code to better respond to the needs of Hudson today

- 1.1 Update land use to support equitable and inclusive growth.
- 1.2 Implement an affordable housing overlay.
- 1.3 Transition to a form-based code.

Improve the City’s processes and capacity to promote affordability

- 2.1 Adopt precise conditions and establish a structured application process for affordable housing developments.
- 2.2 Develop and publish clear project guidelines for potential developers.
- 2.3 Centralize resources and the affordable housing application process for prospective tenants.
- 2.4 Complete a Generic Environmental Impact Statement (GEIS).
- 2.5 Improve enforcement of Hudson’s existing vacant buildings law.
- 2.6 Establish a dedicated program, team, or agency to oversee the pipeline of new development.

Create an anti-displacement framework

- 3.1 Adopt a right to stay and return policy.
- 3.2 Support the creation of a community land trust to develop long-term affordable housing.
- 3.3 Establish a dedicated financing tool to help homeowners and landlords improve existing homes and residential buildings.
- 3.4 Launch a public education campaign to dispel myths about affordable housing and displacement and to promote resources.

Promote public realm improvements to support existing and future businesses

- 4.1 Adopt design guidelines for public spaces that focus on supporting Hudson’s small businesses.
- 4.2 Activate Hudson’s commercial corridor through open streets and other public space programming. Consider the formation of a business improvement district (BID) in Hudson to support these efforts.

Make Hudson a “live and work” city

- 5.1 Strengthen regional economic development partnerships.
- 5.2 Create an incentive plan for desirable industries and businesses to operate in Hudson and provide quality jobs to residents.
- 5.3 Strengthen relationship between City Hall and Hudson’s business community through a formal committee and consistent, public convenings.
- 5.4 Launch a legacy business program.
- 5.5 Create neighborhood-serving business zones.

Improve public, open, and “third spaces”

- 6.1 Expand administrative capacity to improve Hudson’s public and open spaces by hiring a parks planner, establishing a parks department, or by fostering community stewardship.
- 6.2 Develop a strategy for high-impact, low-cost activations that allow a diversity of uses in Hudson’s public and open spaces.
- 6.3 Continue making the Hudson waterfront a location for recreation, the arts, and connection between Hudson residents.

Make Hudson age-inclusive

- 7.1 Engage young residents, community based organizations, and the broader Hudson community to develop a Youth Master Plan to align services and make Hudson an exciting place for young people.
- 7.2 Establish a formal Hudson Youth Committee to inform city policy.
- 7.3 Develop aging in place guidelines to ensure older adults can remain in Hudson.

Strengthen Hudson’s arts and cultural amenities

- 8.1 Partner with artists and institutions to activate parks and public spaces.
- 8.2 Promote off-season public arts programming, e.g. “Arts Wednesdays.”
- 8.3 Integrate cultural amenities into transportation planning.
- 8.4 Make Hudson a destination for arts, music, and film festivals.
- 8.5 Work with the arts community to develop more centralized resource management, such as through an arts committee.

Preserve Hudson’s natural resources while addressing sources of pollution

- 9.1 Improve and expand Hudson’s urban forest.
- 9.2 Compile and disseminate resources to help Hudson residents undergo green building retrofits.
- 9.3 Incorporate additional requirements and incentives for energy consumption in the building code.

Strengthen Hudson’s resilience to the impacts of climate change

- 10.1 Incorporate climate resilient designs in infrastructure and maintenance projects.
- 10.2 Adopt land use regulations that bolster resiliency for developments in the city’s flood plain.

Improve local mobility and regional access

- 11.1 Continue implementing sidewalk accessibility upgrades.
- 11.2 Consider the expansion of public transit in the future to accomodate planned growth in Hudson.
- 11.3 Make all of Hudson safely accessible by foot and bicycle.
- 11.4 Monitor Hudson’s parking supply and expand parking options only when projected growth shows a clear need.
- 11.5 Increase connectivity and coordination between Hudson’s greenspaces.

Create unique “Hudson” wayfinding throughout the city

- 12.1 Develop a consistent visual identity for signs in the City of Hudson.
- 12.2 Promote active mobility and a sense of place through community-oriented wayfinding.

Affordable Hudson

Residents frequently cited affordability, pertaining to both housing and the general cost of living, as Hudson’s most pressing issue. One focus group participant described Hudson as “a city in which the cost of living does not match the quality of life.” Affordable Hudson aims to rectify this contradiction.

Advancing affordability is essential for promoting the overall wellbeing of residents. It is also necessary to ensure that those who grew up in Hudson can live there throughout their lives, preventing displacement.

To address affordability, Hudson residents envisioned the strategy of sustainable, smart growth. This includes building more housing, some of which should be affordable for low- and middle-income residents. Affordable Hudson recommendations intend to make it easier to build housing in the city, granted it is appropriate and aligns with residents’ priorities. Ultimately, growth should not exacerbate the very problems it intends to address.

Affordability and preventing displacement is already a primary focus for the City. Findings from the existing conditions analysis and engagement activities demonstrate why it should be a continued priority. Census data provide quantitative evidence to help understand the experiences that residents shared throughout the planning process. Analyses revealed that Hudson lost 12 percent of its total population, and 39 percent of its Black or African American population, between 2010 and 2020.

In the community preference survey, when asked what issues are the “highest priority for the City to address,” the top three selections were “housing affordability,” “affordable cost of living,” and “gentrification and displacement.” Furthermore, residents earning over \$100,000 were nearly 20 percent more satisfied with living in Hudson than residents earning under \$100,000. This trend was true for residents that identified as ethno-racial minorities and longer-term residents as well. These trends demonstrate that although respondents at large agreed on planning priorities for Hudson, those issues disproportionately impact residents of color, residents with lower incomes, and longer-term residents.

These inequities are exacerbated by Hudson’s challenges to attract employers, who often locate elsewhere because the cost for their employees to relocate to Hudson would be too high. Young residents frequently cited the high cost of living as the primary reason that they do not see themselves living in Hudson as adults.

Recommendations under the Affordable Hudson guiding principle address the administrative and legal processes that make it difficult to build more housing in Hudson. These recommendations incorporate and build off of the previous work completed in the “Affordable Housing Action Plan” (2021) and “Strategic Housing Action Plan” (2018).



Photo: Community Visioning Session III activity, Public Works Partners

Big Objectives

- 1 Modernize Hudson’s zoning code to better respond to the needs of Hudson today
- 2 Improve the City’s processes and capacity to promote affordability
- 3 Create an anti-displacement framework



Photo: Courtesy of Annette Hofmann

Modernize Hudson’s zoning code to better respond to the needs of Hudson today

A modern and updated zoning code can simplify the city’s land use guidelines, not only removing archaic restrictions of uses, but also the administrative burden that small cities face when planning for sustainability and inclusivity.

For example, Hudson’s zoning only permits large downtown apartment buildings or

single-family homes on larger lots, and certain incentives for affordable housing development, such as the granting of density bonuses, are only available within the Local Waterfront Revitalization Area. These examples contribute to a lack of diverse housing options needed to address the housing affordability crisis.

Actions

1.1 Update land use to support equitable and inclusive growth

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|--|-----------------------------|
| Policy | No | <div><div></div></div> Short | <div><div></div></div> High |
| Hudson’s zoning code is particularly restrictive and prevents development that can address the City’s housing needs. While transitioning to a form-based code is a desirable long-term solution, the City of Hudson should adopt amendments to its current zoning code to enable development that addresses housing needs and promotes smart growth. Amendments that | | residents expressed support for during the comprehensive planning process include: permitting accessory dwelling units in Hudson’s historic districts, re-visiting the locations of, and the need for, residential zoning, and increasing density in key locations such as Hudson’s downtown core. | |

1.2 Implement an affordable housing overlay

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|---|-----------------------------|
| Policy | No | <div><div></div></div> Medium | <div><div></div></div> High |
| Hudson’s only incentive zoning, which allows developers to receive benefits like added height or density in exchange for community benefits, is located in the Local Waterfront Revitalization Area. The City should adopt an additional overlay zone to incentivize the inclusion of affordable units in new developments throughout the city. Incentives could include height or density bonuses (where appropriate), a streamlined approval process, or property tax reliefs. | | The overlay zone should clearly describe what incentives a project is eligible for based on the number of affordable units, the income bands the unit is available to, and the cost to a potential tenant. As a result, adoption of the overlay should be accompanied by the transition to a structured application process for affordable housing developments (action 2.1). | |

1.3 Transition to a form-based code

| Action Type | Capital Needs | Timeframe | Priority Level |
|-------------|----------------|-----------|----------------|
| Policy | Yes, intensive | Long | High |

A form-based code is a zoning approach that prioritizes building form and design over specific land uses. Transitioning to a form-based code would enable more flexible housing development throughout Hudson, simplify the development process, and enable small businesses to operate in new areas. Furthermore, a form-based code would continue to preserve Hudson’s historic buildings and ensure that any new developments have designs appropriate for Hudson.

Transitioning to a form based code could support many of the big ideas in this Comprehensive Plan. During initial research and analysis, Census data highlighted significant demographic shifts, including a 12 percent decline in overall population and a 39 percent decline among the Black or African American population from 2010 to 2020. During the engagement phase, Hudson residents and business owners consistently identified affordability and displacement, complicated approval processes, and a lack of opportunities for businesses beyond the downtown core as key issues. Community members also expressed a strong desire to preserve Hudson’s scale, historic architecture, and walkability, while concurrently supporting the addition of more housing and public

gathering spaces. Implementing a form-based code could make it easier for the city to directly address these issues while preserving the character and scale that makes Hudson unique. Components of a successful form-based code may include: clear incentives for affordable housing and a streamlined approvals process, design standards that reflect community preferences, and opportunities for more small businesses to open within walking distance of residents.

Developing and transitioning to a new zoning code is a long-term goal for the City to pursue when resources become available. Since a form-based code would decrease the amount of discretion in the approvals process, it would require an additional planning and community engagement process to ensure that the new zoning code reflects residents’ values. This recommendation aligns with the goals outlined in Hudson’s 2021 Affordable Housing Development Plan, which specifically identifies adopting a form-based code as a key strategy to encourage affordable housing, mixed-use development, and vibrant, walkable neighborhoods. Actions 1.1-1.3 will facilitate the transition to a form-based code.



Photo: City Hall, Hudson, NY via Wikimedia Commons (CC BY-SA 4.0)

Improve the City’s processes and capacity to promote affordability

A challenge that Hudson faces, along with other smaller-sized cities throughout the country, is limited capacity to manage, monitor, and enforce development programs, proposals, applications, and policies. Several approaches can help to improve Hudson’s administrative capacity, which will ultimately lead to greater affordability.

The City of Hudson can expand its administrative capacity through both a streamlined development process for projects that align with the City’s future vision, and with specialized staffing to promote transparency and enable the City to apply for funding opportunities and administer other affordability initiatives.

Actions

2.1 Adopt precise conditions and a structured application process for new developments

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|-----------|----------------|
| Administration Policy | Yes, low-medium | Medium | High |
| Establishing clear, detailed criteria for new construction—particularly within § 325-35 Site Development Plan Approval—can shorten development timelines, reduce confusion for developers and residents, and lower the cost of building what the community needs. With a ministerial approach, projects meeting specific conditions would be permitted by right, avoiding the prolonged discretionary review currently required. This structured process is especially important for accelerating affordable housing production. | | | |

2.2 Publish clear guidelines for potential developers

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|-----------|----------------|
| Administration | No | Short | High |
| Hudson’s current development process is complex and requires numerous approvals, often leading to unnecessary back-and-forth between the City and developers. Alongside adopting clearer development standards, the City should create and publish concise term sheets, FAQs, and step-by-step guides, ideally hosted on the City’s website, to help developers better understand and navigate the approval process. | | | |

2.3 Centralize resources and an affordable housing application process for prospective tenants

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|-----------|----------------|
| Administration Program | No | Medium | Low |
| Aid is also important for residents applying for affordable housing developments. Currently, securing an affordable unit can be complex and confusing, preventing qualified applicants from applying in the first place. To address this challenge, the City of Hudson or a nonprofit partner should establish a centralized, easy-to-use online resource hub- potentially hosted on the City’s website- with clear guidance, eligibility requirements, and application materials. By simplifying and clarifying the affordable housing application process, this hub would ensure that more residents can successfully secure safe, affordable homes in Hudson. | | | |

2.4 Complete a Generic Environmental Impact Statement (GEIS)

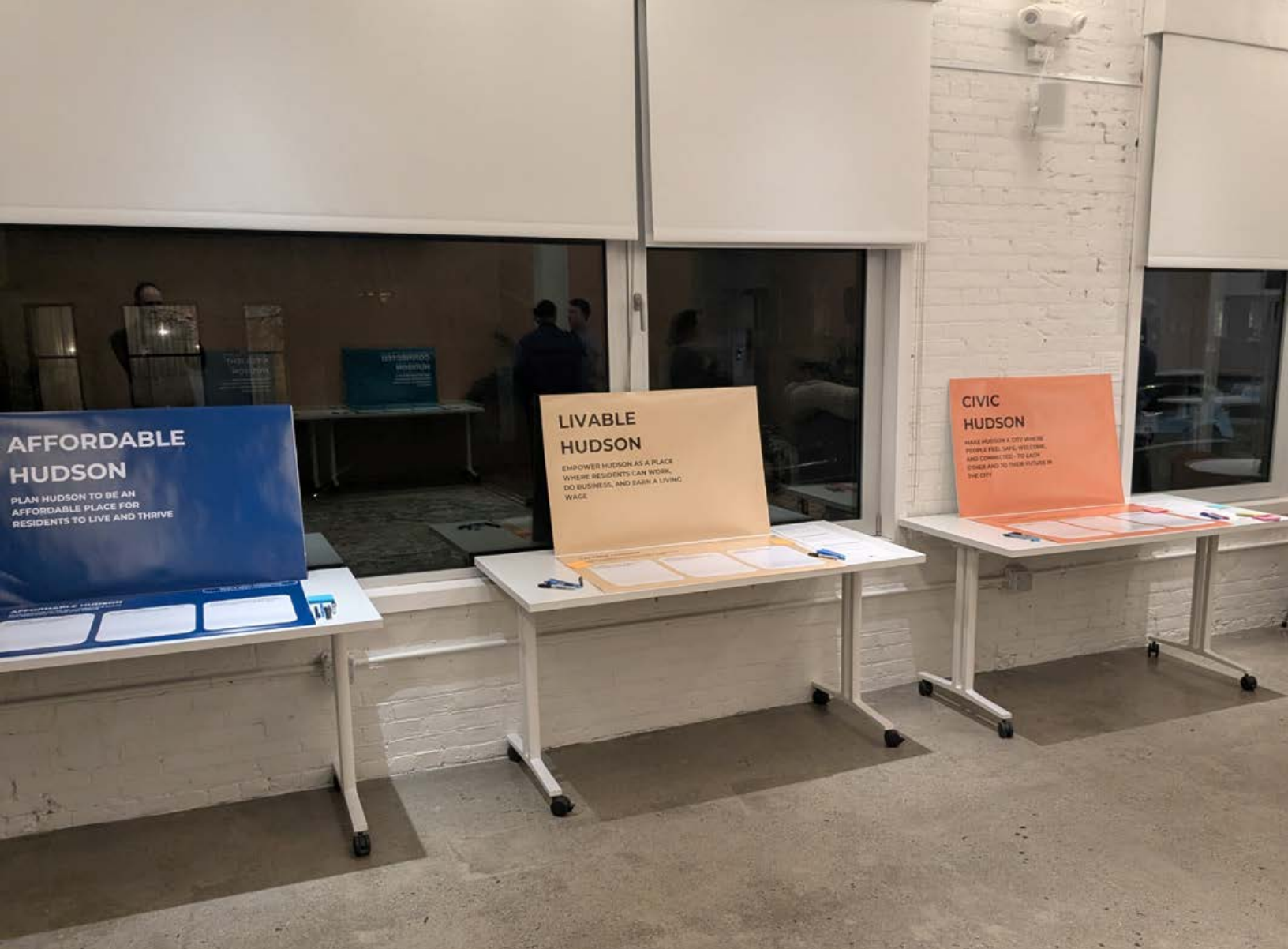
| Action Type | Capital Needs | Timeframe | Priority Level |
|--|----------------|-----------|----------------|
| Administration | Yes, intensive | Medium | Medium |
| Generic Environmental Impact Statements (GEIS) assess the potential environmental impacts for development in an entire area, rather than evaluating impacts on a project-by-project basis. By addressing environmental concerns - such as traffic, infrastructure capacity, air quality, and community character - upfront, a GEIS reduces uncertainty in the development process and provides clarity and predictability to both residents and developers. In similar communities, this strategy frequently results in streamlined development approvals, encouraging investment and ultimately increasing the supply of housing in a manner consistent with community priorities and infrastructural capacity. | | | |

2.5 Improve enforcement of Hudson’s existing vacant buildings law

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|-----------|----------------|
| Administration Program | No | Medium | Medium |
| Buildings deemed vacant by Hudson’s Code Enforcement Officer are subject to fines that can incentivize their conversion to a more productive use and provide revenue to support the City’s affordable housing efforts. The City of Hudson should expand its enforcement to ensure that the existing vacancy laws can function with their intended effects. While this strategy does not require a large capital investment, it may necessitate additional administrative capacity. | | | |

2.6 Establish a dedicated program, team, or agency to oversee the pipeline of new development

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|-----------|----------------|
| Administration Program | Yes, low-medium | Long | Medium |
| Expanding Hudson’s administrative capacity is a longstanding priority for the City. Additional staff, such as a community planner or a dedicated program team, are necessary for both the City’s day-to-day operations and for implementing the programs described in this plan. By helping to plan and oversee new development in Hudson, additional staff would streamline both housing projects and other planning initiatives in Hudson. Although additional administrative capacity is paramount for the City to address its long term needs, this is a long term goal given current funding constraints. Alternatively, Hudson could establish a dedicated program team composed of existing municipal employees, shifting responsibilities rather than increasing staffing. | | | |



Create an anti-displacement framework

Anti-displacement frameworks help cities—especially those facing rising housing costs and limited supply—take a more holistic approach to addressing displacement. These strategies focus on protecting at-risk residents now while advancing long-term housing affordability. A key tool is the

right to return, which acknowledges past displacement and helps former residents move back to their communities.

Actions

3.1 Adopt a Right to Stay and Return policy

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|---|----------------|
| Policy | No | Medium | Medium |
| A “Right to Stay and Return” policy would guarantee that residents displaced by new housing construction are provided units in the new development. While Hudson residents largely agree that the City needs more housing, this policy ensures new construction does not exacerbate displacement by directly addressing situations where existing homes are | | demolished or renovated to accommodate new housing. Portland, Oregon’s North/Northeast Preference Policy offers a successful model, giving priority for new affordable units to residents displaced due to redevelopment. Adopting a similar approach in Hudson would support equitable growth and stability for current residents. | |

3.2 Support the creation of a community land trust to develop long-term affordable housing

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|---|----------------|
| Administration Partnership | No | Medium | Medium |
| Community Land Trusts (CLT) preserve housing affordability by acquiring and holding land, preventing displacement, and ensuring stability for current and future residents. A CLT or a series of CLTs could be established in partnership with the Columbia County Land Conservancy or other local stakeholders. CLTs can provide | | their residents with direct community control, leading to long-term affordability for those properties. Organizations such as Trillium are already breaking ground on projects in Columbia County and provide a strong local model for how CLTs can be implemented effectively. | |

3.3 Establish a dedicated financing tool to help homeowners and landlords improve existing homes and residential buildings

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|---|----------------|
| Program | Yes, low-medium | Long | Medium |
| Hudson can support, or potentially implement, a financing tool to improve existing buildings in several ways. One option is a revolving loan fund for low- and middle-income homeowners. This kind of program can be financed and implemented through a partnership with New York State, | | financial institutions such as banks or credit unions, or with a non-profit partner. Hudson should monitor existing efforts, such as the New York State Assembly Bill that aims to create a state-level revolving loan fund for home repairs. | |

3.4 Launch a public education campaign to promote resources and to dispel myths about affordable housing and displacement

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|-----------------|--|----------------|
| Program | Yes, low-medium | Short | Medium |
| Policies and programs intended to address housing affordability and displacement are complex and it can be difficult to keep track of all of the City’s efforts. By offering clear, accessible materials, such as fact sheets, posters, and online resources, the City can promote better public understanding of | | housing initiatives that benefit all residents. By publicizing housing affordability as a key priority for the City of Hudson to address, a public education campaign can also help create a sense of belonging for residents at risk of displacement. | |



Photo: Hudson Hall Jazz Fest
Courtesy of David McIntyre

Livable Hudson

Hudson’s economy is primarily service-based, with a strong tourism sector. While this has brought investment and activity to the city, many residents have noted a lack of quality employment opportunities and living wages. It’s crucial that future growth supports local needs and enables both existing and emerging industries to thrive in ways that advance equity.

Through the community preference survey, residents expressed a desire for stronger commercial corridors, with the top priorities being improved street design on Warren Street, more pedestrian-only street days,

and historic preservation and revitalization. Feedback also emphasized the need for businesses that meet community needs—not just those oriented toward visitors.

Livable Hudson responds to these concerns by focusing on policies and partnerships that support a stronger local economy. It aims to attract quality employers, improve the public realm, and help small and neighborhood-serving businesses succeed. The goal is to make Hudson a place where residents can live, work, and do business—earning a living wage and benefiting from a vibrant, inclusive economy.



Photo: Promenade Hill Park,
Courtesy of Jayden Cross

Big Objectives

- 1 Promote public realm improvements to support existing and future businesses
- 2 Make Hudson a “live and work” city



Photo: Time & Space Limited
Courtesy of Jessica Wallen

Promote public realm improvements to support existing and future businesses

Continuing to build on Hudson’s strong sense of place, including in areas outside of Hudson’s primary commercial corridor of Warren Street, can help support new and existing businesses. When paired with other economic development policies and effective communication between business owners, local organizations and city leaders,

public realm improvements can promote more patronage during weekdays and “off-hours.”

Examples of initiatives the city can promote include events such as open streets, improved wayfinding, higher-quality sidewalks, and increased lighting.

Actions

4.1 Adopt design guidelines for public spaces that focus on supporting Hudson’s small businesses

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|-----------------|--|----------------------------|
| Policy | Yes, low-medium | <div><div></div></div> Medium | <div><div></div></div> Low |
| The City of Hudson should adopt design guidelines that encourage connection and leisure in public spaces. Examples may include guidelines that encourage benches and other street furniture on Hudson’s | | current, and future, commercial corridors. Should the City decide to pursue a long-term transition to a form-based code, these guidelines will serve as an important basis for design standards. | |

4.2 Activate Hudson’s commercial corridor through open streets and other public space programming

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|---|----------------------------|
| Policy | Yes, low-medium | <div><div></div></div> Medium | <div><div></div></div> Low |
| Open streets and other public space events can support connections between Hudson residents while also drawing foot traffic to local businesses. To augment the City of Hudson’s limited resources, coordination | | among philanthropic and nonprofit communities- or a possible Business Improvement District (BID)- could help plan, fund, and market any new public space programming. | |



Photo: Warren Street, Tyler A. McNeil via Wikimedia Commons (CC BY-SA 4.0)

Make Hudson a “live and work” city

Hudson’s population and median household income are declining. Additionally, only one quarter of Hudson’s residents both live and work within the city limits. These figures are impacted by a number of factors, which include a high cost of living relative to wages, land use restrictions that hamper housing supply, and limited workforce development opportunities.

In order to create more high-quality jobs for residents, the City of Hudson can work to attract specific industries and employers to move into the city through various policies and incentives and support workforce development programming that positions residents for those occupations. Emphasis should be placed on employers that offer living wages and benefits, opportunities for professional development, and access to industries with good career pathways.

Actions

5.1 Strengthen regional economic development partnerships

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|--|----------------|
| Partnership | No | Medium | High |
| Hudson should continue to work closely with the Columbia Economic Development Corporation, regional employers, and educational institutions, such as Columbia-Greene Community College, to identify desirable industries and employers and to ensure that Hudson is an attractive place for them to locate. Collaboration with | | educational institutions can ensure that workforce development programs make residents competitive for any new positions. The City of Hudson should also continue to work with local organizations, such as the Hudson Development Corporation and Hudson Business Coalition, focused on these topics. | |

5.2 Pursue employers and industries that provide quality jobs to Hudson residents

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|---|----------------|
| Policy Program | Yes, low-medium | Long | Medium |
| In collaboration with its regional economic development partners, the City of Hudson should incentivize desirable employers to locate in Hudson. Direct incentives could | | include expedited permitting processes, technical assistance, or tax relief. Indirect incentives may include improved public amenities and more affordable housing. | |

5.3 Strengthen relationships between City Hall and Hudson’s business community through a formal committee and consistent, public convenings

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|--|----------------|
| Partnership Program | No | Short | Low |
| Establishing a formal Hudson Business Committee with regular meetings between the city’s elected officials and local small business owners can ensure that Hudson remains responsive to the business | | community’s needs. Such convenings offer opportunities for dialogue, allowing the city to communicate its priorities clearly, address concerns effectively, and foster collaboration and consensus-building. | |

5.4 Launch a legacy business program

| Action Type | Capital Needs | Timeframe | Priority Level |
|-------------|-----------------|------------------------------|-------------------------------|
| Program | Yes, low-medium | <div><div></div></div> Short | <div><div></div></div> Medium |

A legacy business program could support the small businesses that serve local residents and have a long history operating in Hudson. The program could include

marketing opportunities through City publications and technical assistance opportunities.

5.5 Create neighborhood-serving business zones

| Action Type | Capital Needs | Timeframe | Priority Level |
|-------------|-----------------|-------------------------------|-------------------------------|
| Policy | Yes, low-medium | <div><div></div></div> Medium | <div><div></div></div> Medium |

Neighborhood serving business zones are areas that mandate or incentivize that a portion of business activity primarily caters to nearby residents, as opposed to visitors coming from outside Hudson. This kind of

policy is intended to foster residents’ sense of belonging in the City and to spur the kind of businesses that residents are looking for, such as convenience and grocery stores.



Photo Courtesy of David McIntyre

Civic Hudson

Civic Hudson aims to make the city a place where all people feel welcome and connected. These recommendations focus on improving public spaces, making Hudson more age-inclusive for both its younger and older residents, and strengthening the city’s arts and cultural amenities.

Hudson has several opportunities to expand its public spaces and provide residents with places to connect. However, the city currently lacks the resources and administrative capacity to fully realize these opportunities. Civic Hudson includes recommendations for when the City should consider expanding its capacity, as well as cost-effective ways to support public spaces without capital investments. During the planning process, residents acknowledged the City’s limited resources for building new public spaces but noted opportunities to support organizations aligned with this mission. The waterfront remains central to the City’s vision, as a space for residents to connect, enjoy recreational activities, and make the most of past and current investments.

Civic Hudson also focuses on ensuring that young people and older adults thrive in Hudson. During the planning process, young

people shared that the city felt unexciting and that they were disengaged from decision-making processes. To address this, the city, which is already home to a large ecosystem of organizations supporting youth, would greatly benefit from a Youth Master Plan. This plan would consolidate resources, organizations, and potential programs to make Hudson more appealing to young people. Civic Hudson also recommends establishing a formal youth committee to ensure young residents’ voices are heard in decision-making processes, helping shape the city to meet their needs. Age inclusivity extends to older adults as well, and this chapter advances policies in housing, transportation, and recreational facilities, to ensure residents can age in place and thrive throughout their lives.

Finally, Civic Hudson includes recommendations to strengthen arts and cultural amenities in the city. Emerging from the community visioning workshops and a focus group with arts and culture stakeholders, the proposed interventions have the potential to further support commercial corridors through activations and enhance the city’s sense of place, providing broader employment and economic growth opportunities.



Photo: Kite's Nest,
Courtesy of Jayden Cross

Big Objectives

- 1 Improve public, open, and “third spaces”
- 2 Make Hudson age-inclusive
- 3 Strengthen Hudson’s arts and cultural amenities



Photo: Courthouse Square Gazebo,
Courtesy of Jayden Cross

Improve public, open, and “third spaces”

While there are a number of public and open spaces in Hudson, many stakeholders expressed that they do not fully meet residents’ needs. Residents often highlight the pocket parks along Warren Street and the waterfront as underused assets in Hudson with significant potential for low-cost improvements.

In addition to completed capital investments, Hudson should identify

low-cost strategies to activate the city’s public and cultural spaces by adopting design guidelines that promote stewardship, safety, active mobility, and a sense of place. Hudson should also engage residents to determine strategies to better utilize the city’s existing pocket parks and to create more third spaces where residents of diverse backgrounds can connect and spend time.

Actions

6.1 Expand the City’s administrative capacity to improve Hudson’s public and open spaces by hiring a parks planner, establishing a parks department, or by fostering community stewardship

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|--|----------------|
| Administration | Yes, low-medium | Short | High |
| While the Department of Public Works currently maintains most of Hudson’s parks and open spaces, there is no entity or staff person responsible for planning new public spaces or making improvements to existing ones. Resource constraints limit the City’s ability to establish a Parks Department or to hire additional staff. Until the funding can be secured to expand the City’s administrative capacity, the City should continue to support, and consider expanding, community stewardship and community-led planning efforts. | | For example, Hudson’s Conservation Advisory Council relies on volunteer and community-led efforts to plant street trees citywide. The City should continue supporting these efforts while recognizing that additional administrative capacity would enable greater impact. Doing so would directly support 9.1: “Improve and expand Hudson’s urban forest. | |

6.2 Develop a strategy for high-impact, low-cost activations that allow a diversity of uses in Hudson’s public and open spaces

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|---|----------------|
| Partnership Program | Yes, low-medium | Medium | Medium |
| Hudson, in partnership with other community organizations, artists, and arts organizations, should plan and facilitate | | small, impactful activations and events to draw residents to public spaces with minimal investment. | |

6.3 Continue making the Hudson waterfront a location for recreation and connection

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|-----------------|--|-------------------------------|
| Partnership Program | Yes, low-medium | <div><div></div></div> Medium | <div><div></div></div> Medium |
| <p>The waterfront is central to the city’s identity and should be used for connection, leisure, recreation, and supporting the arts. The City of Hudson and other community organizations should continue community-oriented programming that promotes residents’ sense of belonging.</p> <p>Land use regulations should ensure that any future waterfront development aligns with these community priorities. For instance, industrial activities and high-density housing are not suitable in this area. Instead, new projects should focus on creating stronger connections between recreational facilities and cultural spaces.</p> | | <p>Several existing initiatives already embody these guiding values. The Dunn Warehouse redevelopment represents the type of community-focused institutions Hudson should encourage along its waterfront. Waterfront Wednesdays at the Henry Hudson Riverfront Park similarly shows how regular events can transform the waterfront into an active space for recreation and community gathering. Additionally, nearby cultural venues such as Basilica Hudson offer arts and community programming that highlight the waterfront’s evolving role as a vibrant hub for cultural engagement and public connection.</p> | |



Photo: Oakdale Park, Courtesy of Jayden Cross

Make Hudson age-inclusive

Hudson residents expressed concerns that the City was not adequately addressing younger and older residents’ needs. To make the city more age-inclusive, Hudson can focus on better serving these two populations.

Policies and resources that support aging in place for older residents will

allow them to live healthy, high-quality lives. Young residents are also under-represented in policy making and other city-led engagements. The City of Hudson should establish a formal youth committee to empower young residents and ensure their input informs local policies regarding affordability, employment, and placemaking.

Actions

7.1 Engage young residents, community based organizations, and the broader Hudson community to develop a Youth Master Plan

| Action Type | Capital Needs | Timeframe | Priority Level |
|----------------------|-----------------|-------------------------------|-------------------------------|
| Partnership Planning | Yes, low-medium | <div><div></div></div> Medium | <div><div></div></div> Medium |

Numerous organizations are committed to supporting young people in Hudson. However, throughout the engagement process, residents shared that the city lacks activities and opportunities for youth. Developing a Youth Master Plan can help align key stakeholders - including the City,

Youth Department, and local non-profits already engaged in this work such as Greater Hudson Promise Neighborhoods, Bindlestiff, and Kite's Nest, among others - around shared goals to better serve Hudson's next generation.

7.2 Establish a formal Hudson Youth Committee to inform city policy

| Action Type | Capital Needs | Timeframe | Priority Level |
|-----------------------|---------------|------------------------------|-------------------------------|
| Administration Policy | No | <div><div></div></div> Short | <div><div></div></div> Medium |

Hudson had nearly 28 percent fewer people under age 20 in 2020 than it had in 2010. During the engagement process, younger residents indicated they were unlikely to return to Hudson after college, citing high living costs and limited employment opportunities. Although they expressed interest in becoming more involved in the

City's planning and policy decisions, they currently lack a structured avenue for participation. Establishing a formal Hudson Youth Committee, open to both youth and young adults, can give them a meaningful voice in shaping the city's future. A Youth Committee may work to develop a Youth Master Plan.



Photo: Hudson Pride
Courtesy of Mary Dempsey

7.3 Develop aging in place guidelines to ensure older adults can remain in Hudson

| Action Type | Capital Needs | Timeframe | Priority Level |
|-------------|-----------------|-------------------------------|-------------------------------|
| Policy | Yes, low-medium | <div><div></div></div> Medium | <div><div></div></div> Medium |

Developing clear aging in place guidelines - policies designed to help seniors live independently and comfortably in their own homes or communities as they age - is critical for enabling Hudson's older residents to thrive in the community throughout their lives. Land use regulations should ensure accessible and affordable senior housing

options and diverse housing types citywide. The City of Hudson should also support facilities that foster social interaction through senior-focused community spaces and recreational facilities, and enhance public transportation access to essential services.



24-Hour Drone at Basilica Hudson Courtesy of Jessica Wallen

Strengthen Hudson’s Arts and Cultural Amenities

Arts and culture have become integrated into the lives of many residents. Hudson should strengthen this amenity while making it more inclusive and accessible.

Strategies may include centralizing resources through an arts committee that manages a repository of cultural events and

spaces, partnering with local institutions to integrate arts and culture into the public realm, promoting more evening and off-season opportunities, and improving access to key sites. Work should be done in partnership with the institutions and individuals that have help shaped the city’s creative identity to date.

Actions

8.1 Partner with artists and institutions to activate parks and public spaces

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|--|----------------|
| Partnership Program | No | Medium | Low |
| To strengthen engagement with the arts community and to enhance public spaces, the City of Hudson should collaborate with local artists and arts organizations to activate parks and public spaces. These | | activations could include performances, installations, workshops, or other other events. Locations could include pocket parks or the waterfront. | |

8.2 Promote off-season public arts programming, e.g., “Arts Wednesdays”

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|--|----------------|
| Partnership Program | No | Medium | Low |
| There is less activity in Hudson during the middle of the week, particularly during the colder months. Hudson should pursue public arts programming during these | | quieter periods to promote connections between residents, to encourage economic activity, and to support the arts. | |

8.3 Integrate cultural amenities into transportation planning

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|---|----------------|
| Infrastructure | No | Long | Medium |
| Integrating cultural amenities into transportation planning can enhance access to Hudson’s arts and cultural offerings. Examples include prominently featuring arts | | amenities on City wayfinding signage and maps. New public transportation routes and schedules should similarly facilitate access to cultural resources. | |

8.4 Make Hudson a destination for arts, music, and film festivals.

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|---|----------------|
| Partnership Program | Yes, low-medium | Medium | Medium |
| The City of Hudson, in collaboration with arts organizations and local partners, should establish an annual arts festivals to showcase local talent, attract visitors, and bring community members together. | | Hudson is home to a diverse artistic community and creating a annual arts festivals can will not only support local artists, but also the city's business community more broadly. | |

8.5 Work with the arts community to develop more centralized resource management, such as through an arts committee.

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|--|----------------|
| Partnership Program | No | Short | Low |
| The City of Hudson should work with the local arts community to establish an arts committee responsible for coordinating and promoting cultural activities. The committee could manage centralized resources, facilitate collaboration among arts organizations, and implement other recommendations, such as the creation of an annual arts festival (see 8.4). | | Additionally, the arts committee could oversee an online arts calendar, providing residents and visitors with an accessible resource for exploring Hudson's cultural offerings and helping broader audiences to access the organizations and spaces that shape civic life in Hudson, such as Time & Space Limited, Carrie Haddad Gallery, and Hudson Hall. | |



Photo: Operation Unite Kwanzaa Celebration, 2022
Courtesy of David McIntyre

Resilient Hudson

Resilient Hudson focuses on reducing the city's contribution to climate change and preparing it to withstand both current and future climate-related challenges. This includes incorporating resiliency into the City's infrastructure planning projects and continuing to preserve Hudson's natural resources, two top priorities cited throughout the planning process.

Hudson residents are acutely aware of the changing climate and expressed concerns with how it has impacted, and will continue to impact, life in their city. In the Community Preference Survey, 94 percent of respondents expressed concern about climate change in Hudson, with 56 percent being very concerned and 38 percent somewhat concerned. An immediate issue is managing stormwater on city streets, which is important due to the city's proximity to the Hudson River, particularly as extreme weather events become more frequent. To manage stormwater effectively and minimize

property damage, the plan recommends incorporating climate-resilient designs in infrastructure planning and maintenance, and accounting for flood risks in the City's land use regulations.

In addition to preparing for the impacts of climate change, Resilient Hudson includes recommendations to preserve Hudson's natural resources and promote sustainability. In the Community Preference Survey, residents identified environmental sustainability as a top priority, after affordability and preventing displacement. The City's previously adopted plans, such as the Tree Inventory and Community Forest Management Plan (2022) and the Natural Resource and Open Space Inventory (2019), show Hudson's commitment to sustainability and natural resource protection. This comprehensive plan recommends continuing many actions from those plans as part of a broader municipal resilience strategy.

Big Objectives

- 1 Preserve Hudson's natural resources while addressing sources of pollution
- 2 Strengthen Hudson's resilience to the impacts of climate change

*Photo: Oakdale Park,
Courtesy of Jayden Cross*



Photo: Oakdale Park,
Courtesy of Jayden Cross

Preserve Hudson’s natural resources while addressing sources of pollution

In addition to preparing for the impacts of climate change, the City of Hudson should seek to minimize local sources of pollution and protect the significant natural habitats within the city’s limits.

Strategies may include building an urban forest to promote environmental resiliency

and a higher-quality public realm. The City may also support building retrofits by incorporating incentives for sustainable projects into the zoning code and by disseminating resources to help building owners navigate the many available public incentives.

Actions

9.1 Improve and expand Hudson’s urban forest

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|-----------------|--|----------------|
| Infrastructure | Yes, low-medium | Long | Medium |
| The City of Hudson should continue implementing the tree ordinance and Community Forest Plan. Despite challenges planting new trees in the city, street trees | | are prized by residents and are increasingly important for supporting the city’s resilience to extreme weather events. | |

9.2 Compile and disseminate resources to help Hudson residents undergo green building retrofits

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|-----------------|---|----------------|
| Program | Yes, low-medium | Medium | Low |
| Property owners interested in retrofitting a building to become more sustainable or resilient face challenges due to complex building codes and difficulty procuring building materials and contractors. While these projects may be eligible for a myriad of incentives from New York State or the federal government, learning about and securing those incentives can be difficult. | | The City of Hudson should help demystify the process for green retrofits by creating a central clearinghouse on the City’s official website with useful, Hudson-specific information for property owners. This effort can also spur economic activity by promoting local contractors. | |

9.3 Incorporate additional requirements and incentives for energy consumption in the building code

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|---|----------------|
| Policy | No | Short | Medium |
| Incorporating additional requirements and incentives related to energy consumption into Hudson’s building code can significantly improve sustainability. These regulations should primarily target new construction but may also provide guidelines and incentives for energy-efficient retrofits of existing buildings. The City should ensure that these measures align with environmental justice principles. Hudson should consider | | adopting the NYStretch Energy Code 2025, which establishes more rigorous energy efficiency requirements beyond state minimums. The City should also disseminate resources to support adoption, in line with Recommendation 9.2. Doing so would further sustainability goals and potentially unlock additional funding through NYSERDA’s Clean Energy Communities program. | |



Photo: Utility cover,
Public Works Partners

Strengthen Hudson’s resilience to the impacts of climate change

Residents and community stakeholders identified climate resiliency and sustainability as a primary concern. Mitigating the impacts of climate change effectively means deploying strategies at multiple scales.

Hudson can improve stormwater management through strategic infrastructure upgrades and the use of flood mitigation design, such as bioswales and impermeable surfaces. From a social perspective, models such as community resilience hubs can support individuals

and businesses in the face of disasters, recovery, and prevention. Together, these can help to improve social and infrastructural resilience.

In order to prepare for rising tides and inundation in the low-lying parts of the city, standards should be adjusted for development or adaptive reuse in the city’s floodplain. It is important to identify and conserve natural areas contributing to stormwater management such as natural vegetated shoreline and stream buffers that protect nature and wildlife habitats.

Actions

10.1 Incorporate climate resilient designs in infrastructure and maintenance projects

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|---|----------------|
| Infrastructure | No | Long | High |
| Incorporating climate-resilient designs into infrastructure and maintenance projects is critical for Hudson’s preparedness for extreme weather events. While upgrading existing infrastructure, such as sewer | | systems, is essential, integrating new infrastructure solutions like bioswales, permeable surfaces, and green infrastructure should also be a priority. | |

10.2 Adopt land use regulations that bolster resiliency for developments in the city’s flood plain

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|---------------|---|----------------|
| Policy | No | Short | Medium |
| Climate projections indicate that Hudson’s waterfront will experience more frequent and more extreme flooding events in the coming years. To mitigate harm during extreme weather events, Hudson’s zoning | | code should include additional building requirements that bolster environmental resiliency within the flood zone and limits high density development. | |

Connected Hudson

Connected Hudson is a vision for improved mobility and access in Hudson. This includes both infrastructure projects like increasing connectivity between green spaces, and projects to support navigation, such as creating unique wayfinding signage throughout the city. Connected Hudson aims to expand opportunities for active mobility in Hudson so all residents can easily get around on foot or by bike.

One of Hudson’s greatest strengths is the ease of navigating the city. When asked about the factors that most influenced their decision to live in Hudson, respondents most frequently cited walkability and access to the Amtrak station. While Hudson benefits from its density and existing pedestrian infrastructure, there is ample room for improvement. For example, enhancements to sidewalks and streetscape elements, such as crosswalk signals, are needed to ensure safe and comfortable access for all residents, including younger people and older adults.

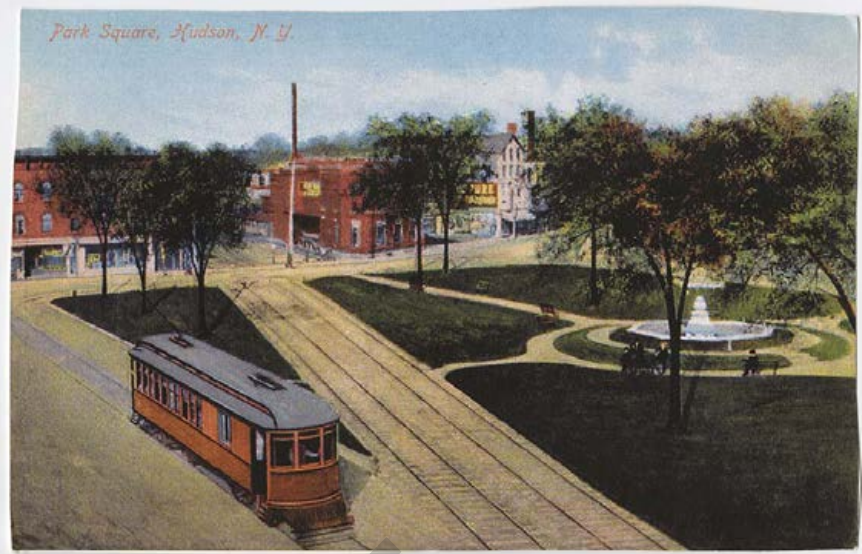
When asked about the importance of various

transportation improvements in the Community Preference Survey, respondents prioritized non-motorized and public transportation services to reduce reliance on personal vehicles. Furthermore, many respondents noted that additional car parking and infrastructure projects that cater to cars are not a priority at this time, with only 11 percent of respondents selecting road improvements to reduce congestion and only 5 percent indicating a need for more car parking as priorities for transportation projects.

The Connected Hudson vision also supports other goals, such as Livable Hudson, by improving access to the city’s commercial corridors and strengthening its visual identity. Implementing a wayfinding system would help visitors and residents navigate the city more easily while reinforcing Hudson’s unique character. By guiding people to natural resources and commercial areas, and indicating walking times to popular destinations, the system can encourage walkability and make Hudson even more accessible on foot.

Big Objectives

- 1 Improve local mobility and regional access
- 2 Create unique “Hudson” wayfinding throughout the city



Images: Postcards depicting streetcars on Warren Street, circa 1900. Courtesy of Hudson Area Library, City of Hudson Postcards Collection

Improve local mobility and regional access

Investment and improvement in Hudson’s sidewalks is not a new issue and there is general agreement among residents that walkability is a critical part of residents’ daily lives and an important contributor to Hudson’s economic health. However, walkability is only one means of active transportation and other modes, like cycling, also need to be promoted.

The City should invest in infrastructure for residents to transit the city by bicycle, creating a network of cyclist and pedestrian routes for residents to safely, and actively, get around Hudson. This should occur in addition to continuing to implement sidewalk accessibility upgrades and connections to the waterfront.

Actions

11.1 Continue implementing sidewalk accessibility upgrades

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|----------------|--|----------------|
| Infrastructure | Yes, intensive | Medium | High |
| The City of Hudson should continue to implement sidewalk upgrades to ensure the city is accessible to everyone. Residents frequently cite Hudson’s walkability as an important amenity and it should continue | | to be made safe and accessible for all. This includes installing more pedestrian crossing signals to clearly indicate when it is safe to cross the street. | |

11.2 Consider the expansion of public transit in the future to accomodate planned growth in Hudson

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|----------------|---|----------------|
| Infrastructure | Yes, intensive | Long | High |
| Expanding public transportation options in the City of Hudson is complex and financially challenging. Still, expanding transit services in Hudson is vital to promoting equity for all residents, regardless of age, disability, or access to a driver’s license. Some options could include (1) supporting the expansion of current | | transit services operated by Columbia County, or (2) establishing new services provided by City of Hudson and financed through a novel funding stream, such as public-private partnerships. Many residents cited Hudson’s decomissioned trolley as an example of the positive impacts of public transportation on the City. | |

11.3 Make all of Hudson safely accessible by foot and bicycle

| Action Type | Capital Needs | Timeframe | Priority Level |
|---|----------------|--|----------------|
| Infrastructure | Yes, intensive | Long | High |
| While sidewalk accessibility upgrades are the current priority for Hudson, once complete the City should grow the network of foot paths and sidewalks to expand where one can safely walk. Additional bike lanes and bike paths should similarly support transportation by bicycle in Hudson. | | The City of Hudson should collaborate with the City of Greenport, Columbia County Department of Transportation, and New York State Department of Transportation to implement additional pedestrian safety improvements along Fairview Ave. | |

11.4 Monitor Hudson’s parking supply and expand parking options only when projected growth shows a clear need

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|---------------|--|----------------|
| Infrastructure Planning | No | Long | Low |
| During the engagement process, residents shared that parking was not a priority issue for the city to address at this time, although that could change with additional | | development. The City should continue to follow guidance in the Parking Study that encourages closely monitoring the city’s supply of parking. | |

11.5 Increase connectivity and coordination between Hudson’s green spaces

| Action Type | Capital Needs | Timeframe | Priority Level |
|--|----------------|--|----------------|
| Infrastructure | Yes, intensive | Medium | Medium |
| Although many of Hudson’s parks naturally form corridors of greenspace, they feel discontinuous due to the lack of easy connections. Hudson should pursue projects that increase connectivity between these greenspaces, such as continuing to implement the Bridge District Connectivity Plan to improve access to Hudson’s | | waterfront. Coordination between the numerous organizations that maintain and manage Hudson’s greenspaces, including the City’s Department of Public Works, the Columbia Land Conservancy, and various volunteer “friends of” groups, is essential to creating a cohesive network of greenspace in the city. | |



Photo: Courtesy of Jeffrey Haworth

Create unique “Hudson” wayfinding throughout the city

Improving wayfinding and signage throughout Hudson will not only promote travel by foot and bicycle but can also promote economic development and create a stronger sense of place.

Examples of wayfinding strategies include utilizing a single, coherent design standard for materials and consistent design elements in city signs, maps, and other navigation aids.

Actions

12.1 Develop a consistent visual identity for signs in the City of Hudson

| Action Type | Capital Needs | Timeframe | Priority Level |
|-------------|-----------------|------------------------------|-------------------------------|
| Program | Yes, low-medium | <div><div></div></div> Short | <div><div></div></div> Medium |

A consistent visual identity for Hudson can create a stronger sense of place and promote economic development. The current visual identity is composed of numerous design elements, including

“SPOUTy,” which was developed in the 1970s and is used on some city signs. A cohesive visual identity may include SPOUTy or another design element that resonates with residents.

12.2 Promote active mobility and a sense of place through community-oriented wayfinding

| Action Type | Capital Needs | Timeframe | Priority Level |
|----------------|----------------|-------------------------------|----------------------------|
| Infrastructure | Yes, intensive | <div><div></div></div> Medium | <div><div></div></div> Low |

Installing clear and consistent wayfinding signage throughout Hudson will not only encourage active mobility by residents, but can also improve accessibility, neighborhood identity, and create a stronger sense of place. Examples of wayfinding strategies include utilizing a single, coherent design

standard for materials and consistent design elements in city signs, maps, and other navigation aids. A coherent, community-focused signage strategy can help improve access to streets and public spaces throughout Hudson.



Photo: Hudson River, Courtesy of Jayden Cross



Photo: Hudson City Hall, Courtesy of Annette Hofmann

Chapter 5

Implementation

Reflecting residents’ desire for a plan that centers feasibility, this chapter provides implementation guidelines, among them phasing considerations. It also includes the Future Land Use Map, which will aid the plan’s implementation. This document is built

on the recognition that once complete, it is Hudson stakeholders who become responsible for its implementation. The document is static, but its implementation will be a process of negotiation, creativity, and labor.

What is a Future Land Use Map? What is it not?

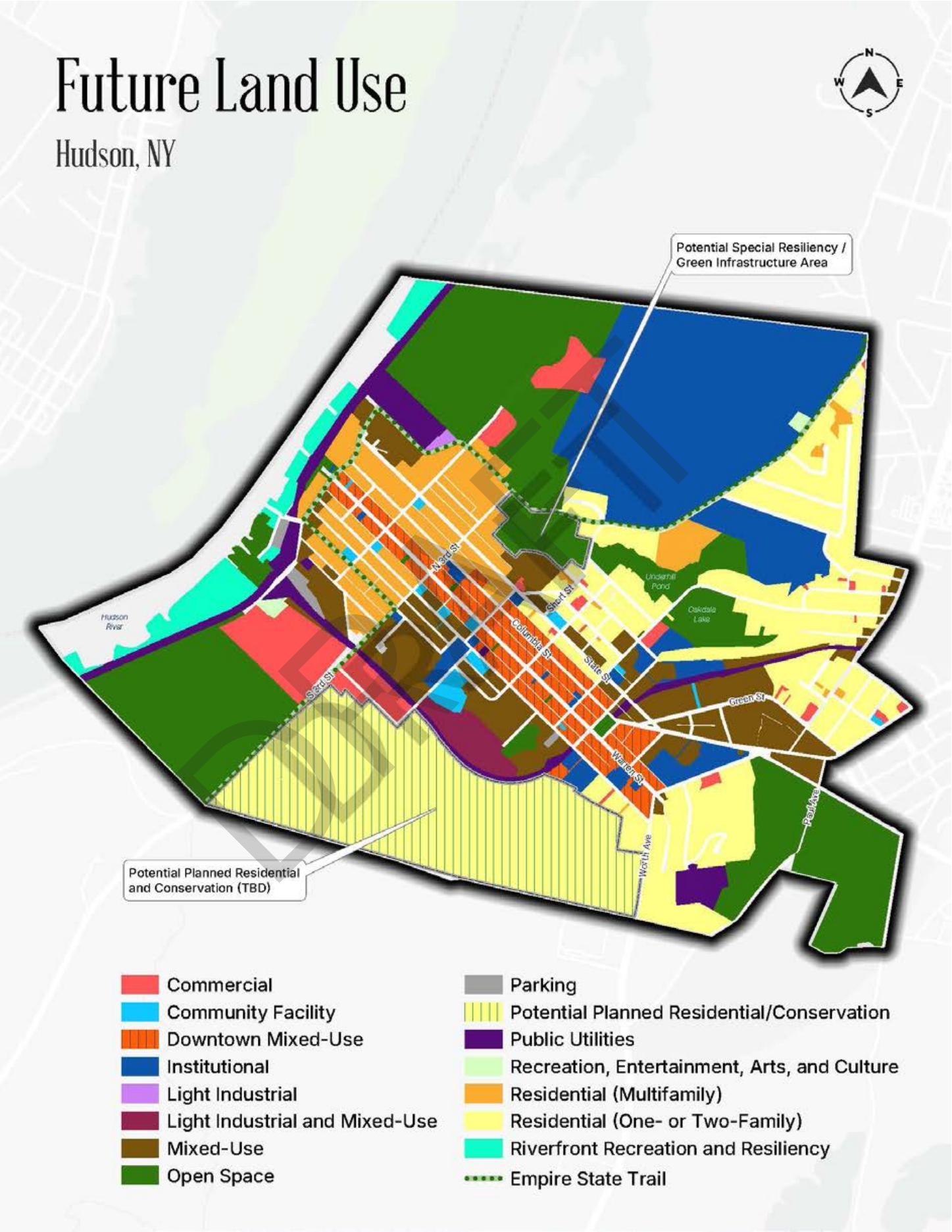
The Future Land Use Map represents the vision for development laid out in this Comprehensive Plan. A Future Land Use Map is a policy tool that shows a community’s vision for the future and can be used as a guide for future planning and land use decisions. It is neither an exact plan for how Hudson will evolve in the coming years, nor is it a zoning map that regulates what can be built and where in Hudson. Instead,

the Future Land Use Map is intended to help guide decision-making in the coming years, particularly as Hudson considers transitioning to a new zoning code. The Future Land Use Map reflects input from residents gathered during the engagement process. It considers planned developments and is the product of close collaboration with the Comprehensive Plan Steering Committee.

About Hudson’s Future Land Use Map

To facilitate flexibility in future land uses, Hudson’s Future Land Use Map has broad categories that may encompass several land uses, whereas the Existing Land Use Map shows the current, exact land use for each lot. For example, if an area is shown as Mixed-Use on the Future Land Use Map, that means that residential, commercial, community facility, recreation,

entertainment, arts and culture, or institutional uses all fall within the desired future land use for that area. Many of the areas shown as Mixed-Use on the Future Land Use Map already have a mix of uses present. The designation of these areas as Mixed-Use on the Future Land Use Map indicates that the City encourages a continued mix of uses in these areas.



Categories

Downtown Mixed-Use

The Downtown Mixed-Use land use represents the City’s historic, walkable, commercial core and is characterized by buildings with active, non-residential ground floor uses with one to two stories of apartments above, as well as sole active non-residential uses. Non-residential uses may include retail, professional or personal services, hotel, recreation, entertainment, arts and culture, institutional, or community facilities, with an emphasis on active ground floor uses. Downtown Mixed-Use is concentrated along Warren Street, Hudson’s main commercial corridor. Municipal parking lots should primarily be located at the rear of buildings on Warren Street or off midblock alleys to promote walkability.

Mixed-Use

Mixed-Use areas in Hudson are primarily located south of Union Street, along Green Street, and near the Riverfront. Mixed Use areas include residential, commercial, and institutional or community facility uses.

The Mixed-Use areas south of Union Street, which is adjacent to the Downtown Mixed-Use Area, should be primarily multifamily residential, with neighborhood-compatible commercial and community facility uses. Green Street is a commercial corridor with connections to U.S. Route 9 and State Route 23B. Healthcare, office, professional services, and larger-format retail uses with accessory parking can be found along Green Street. The existing transportation infrastructure, large lots, and underutilized space makes this a preferred location for additional multifamily housing and commercial development.

The Mixed-Use areas near the riverfront are intended to support a vibrant mix of residential, commercial, community facility,

recreation, arts, and cultural uses that connect the train station and the riverfront to Hudson’s Downtown. The vacant former John L. Edwards Primary School is identified on the Future Land Use Map as Mixed-Use

Riverfront Recreation and Resiliency

This land use encompasses the areas to the west of the rRailroad tracks and includes water-dependent uses, open space and recreation, and resilient infrastructure. Uses should be compatible with the goals of maintaining waterfront views, facilitating public access to the waterfront, consideration of flood risks and resiliency, and the creation of a continuous, connected network of waterfront open spaces, with the Henry Hudson Riverfront Park as a key anchor. As described in Strategy 6.3., industrial uses and high-density housing are not desired land uses on the waterfront.

Multifamily Residential

Multifamily Residential uses include buildings containing three or more residential units. Multifamily Residential uses are concentrated west of North 3rd Street, where there are several existing affordable multifamily residential campuses. As described above, Multifamily Residential uses are also located within the Downtown Mixed-Use and Mixed-Use categories.

One- or Two-Family Residential

One- or Two-Family Residential is currently located and will remain in the southeast and northeast portions of Hudson. These lower-density areas are located on the outer edges of the City and around natural resources and open spaces like Oakdale Park and the Cedar Park Cemetery.

Commercial

Commercial uses, outside of those found in

the Downtown Mixed-Use and Mixed-Use areas, consist primarily of large footprint warehouse and wholesale commercial uses located on the outer edges of the City, in areas with easy access to highways and truck routes that avoid residential areas. Preservation of job-generating Commercial uses is a goal for the City.

Open Space

Open Space uses are found throughout the City and include public parks, conservation areas, wetlands, and perceived open spaces including the Cedar Park Cemetery and certain privately-owned, undeveloped land. All existing open spaces in the City are shown in their existing locations. Maintenance, expansion, and connectivity of open spaces are key goals for the City of Hudson’s future land use.

Community Facility

Community Facility uses are found throughout the Downtown Mixed-Use, Mixed-Use, and Multifamily Residential areas and include uses such as libraries, community centers, and places of worship. Community Facility uses should be located in walkable areas near the populations they are meant to serve. All existing community facilities are shown in their existing locations.

Institutional

Institutional uses include larger scale uses such as schools, government buildings, and healthcare facilities. Institutional uses should be located in areas with sufficient infrastructure such as parking and transportation access to accommodate the intensity of its use, especially regional-serving institutions. All existing Institutional uses, with the exception of the Hudson Correctional Facility (discussed below

under “Potential Planned Residential/ Conservation”), are shown in their existing locations.

Light Industrial

Light Industrial uses should be located outside of the Downtown in areas where there are sufficient buffers and screening to minimize impacts on adjacent non-industrial uses and where trucks and vehicles can access the site and truck routes with minimal traffic through residential areas. Preserving job-generating Light Industrial uses is a priority for the City.

Light Industrial and Mixed Use

Select areas in Hudson that currently and historically allow light industrial land uses may continue to support light industrial uses in the future but may also have the potential to be redeveloped with commercial uses, or mixed-use residential, with appropriate remediation. The existing light industrial site at 1 Hudson Avenue is shown on the Future Land Use Map as Light Industrial and Mixed-Use, which indicates the community’s desire for flexibility on the future of this vacant site.

Potential Planned Residential/ Conservation

The area shown on the Future Land Use Map as Potential Planned Residential and Conservation is currently occupied by the Hudson Correctional Facility and the Dr. Oliver Bronson House and Estate, a National Historic Landmark. Owned by the New York State Department of Corrections, this is the largest single lot in the City at 163 acres, much of which is undeveloped land. Looking to the future, if the Hudson Correctional Facility continues to decline in population, the City of Hudson would be interested in exploring the use of this site for a planned

residential development that also preserves significant amounts of open space and allows for public access to the open space and the Dr. Oliver Bronson House and Estate.

Potential Special Resiliency/Green Infrastructure Area

The Mill Street Play Area is an approximately 10.5-acre property owned by the Hudson City School District, located north of the vacant former John L. Edwards Primary School. The topography of this property, including its steep slope and frequent flooding, makes it unsuitable for development. However, as an undeveloped open space, it helps to create a “greenbelt” from Oakdale Park and Underhill Pond to Charles Williams Park and the North Bay Recreation Area. Given its natural topographical features and function as stormwater collector, this site should remain as undeveloped land, but its ecological services may be enhanced through nature-based design solutions.

Parking

The Parking uses shown on the Future Land Use Map include existing public parking lots such as municipal lots and the Amtrak parking lot. Existing municipal lots within the Downtown Mixed-Use area are not explicitly shown but are included in the contemplated future land uses. As described in Strategy 11.4, expansion of parking is not a priority, but the City should monitor the parking supply and consider if projected growth shows a clear need.

Public Utilities

Public Utilities include railroad tracks and facilities, the City of Hudson Wastewater Treatment Plant, and the City of Hudson Water Treatment Facility. All existing public utility properties are shown in their existing locations.



*Photo: Hudson Festival Orchestra
Courtesy of Gwen Gould*

Implementation Guidelines

This section outlines a framework through which Hudson can phase the plan’s recommendations based on their priority level, available resources, and the time required for implementation. A thoughtful and realistic approach to implementation does not mean excluding recommendations that are difficult to immediately include in Hudson’s budget. Rather, the Comprehensive Plan provides strategies to implement recommendations at many scales, particularly as additional funding may become available through creative partnerships, or state and federal grants in the coming years, that could make ambitious goals financially viable.

For example, when the 2002 plan was developed, funding was not yet available to address gateway circulation patterns. However, several years later, New York State’s Downtown Revitalization Initiative

(DRI) provided funding for improvements in the Bridge District. The alignment between the goals outlined in Hudson’s previous plan and those detailed in the DRI plan made Hudson a strong candidate for this funding, which the city received.

The Comprehensive Plan is intended to help determine what actions to prioritize based on the level of complexity, the current administrative capacity, funding availability, residents’ goals and visions, and their impact on equity and inclusion. While the Comprehensive Plan lays out a phasing approach, this process should be frequently reassessed to ensure alignment with residents’ priorities. The following table can help inform the City’s decisions and outlines each action from the previous chapter. Definitions for the values in the table are included below.

Action Types

Administration: Enhancing the city’s organizational processes and expanding its administrative capacity.

Infrastructure: Constructing new or upgrading existing physical systems and facilities.

Partnership: Collaborating with external organizations, agencies, or other governments.

Planning: Developing strategic plans to promote community goals.

Policy: Adopting or modifying formal guidelines and regulations.

Program: Launching ongoing activities, events, or efforts, which can be implemented without adopting new policies or regulations.

Capital Needs

None: Actions that do not require additional capital investment from the City.

Low-Medium: Actions requiring some capital investment, potentially covered within the existing city budget.

Intensive: Complex tasks or other resource intensive projects, likely necessitating budgetary allocations or external funding.

Timeframe

Short: Actions with clearly defined outcomes that can be completed in a brief time frame, typically within months.

Medium: Actions requiring several months to a few years to complete, sometimes requiring more involved planning.

Long: Complex initiatives and ongoing efforts, sometimes extending over multiple years.

Priority

High Priority: Actions critical to achieving the primary goals outlined in this plan. These should be pursued as early as possible.

Medium Priority: Important actions that the city intends to pursue, secondary in urgency to high-priority items, and addressed as resources become available.

Low Priority: Beneficial actions that should be taken over time but are not immediately essential, pursued as opportunities or resources allow.

Overview of Actions

| | | Action Type | Capital Needs | Timeframe | Priority Level |
|------------|--|-------------------|-----------------|-----------|----------------|
| Affordable | | | | | |
| 1.1 | Update land use to support equitable and inclusive growth | Policy | No | Short | High |
| 1.2 | Implement an affordable housing overlay | Policy | No | Medium | High |
| 1.3 | Transition to a form-based code | Policy | Yes, intensive | Long | High |
| 2.1 | Adopt precise conditions and a structured application process for new developments | Admin Policy | Yes, low-medium | Medium | High |
| 2.2 | Publish clear guidelines for potential developers | Admin | No | Short | High |
| 2.3 | Centralize resources and an affordable housing application process for prospective tenants | Admin Program | No | Medium | Short |
| 2.4 | Complete a Generic Environmental Impact Statement (GEIS) | Admin | Yes, intensive | Medium | Medium |
| 2.5 | Improve enforcement of Hudson's existing vacant buildings law | Admin Program | No | Medium | Medium |
| 2.6 | Centralize resources and an affordable housing application process for prospective tenants | Admin Program | Yes, low-medium | Long | Medium |
| 3.1 | Adopt a right to stay and return policy | Policy | No | Medium | Medium |
| 3.2 | Support the creation of a community land trust to develop long-term affordable housing | Admin Partnership | No | Medium | Medium |
| 3.3 | Establish a dedicated financing tool to help homeowners and landlords improve existing homes and residential buildings | Program | Yes, low-medium | Long | Medium |

| | | Action Type | Capital Needs | Timeframe | Priority Level |
|------------|--|---------------------|-----------------|-----------|----------------|
| Affordable | | | | | |
| 3.4 | Launch a public education campaign to promote resources and to dispell myths about affordable housing and displacement | Program | Yes, low-medium | Short | Medium |
| Livable | | | | | |
| 4.1 | Adopt design guidelines for public spaces that focus on supporting Hudson's small businesses | Policy | Yes, low-medium | Medium | Low |
| 4.2 | Activate Hudson's commercial corridor through open streets and other public space programming | Policy | Yes, low-medium | Medium | Low |
| 5.1 | Strengthen regional economic development partnerships | Partnership | No | Medium | High |
| 5.2 | Pursue employers and industries that provide quality jobs to Hudson residents | Policy Program | Yes, low-medium | Long | Medium |
| 5.3 | Strengthen relationship between City Hall and Hudson's business community through a formal committee and consistent, public convenings | Partnership Program | No | Short | Low |
| 5.4 | Launch a legacy business program | Program | Yes, low-medium | Short | Medium |
| 5.5 | Create neighborhood-serving business zones | Policy | Yes, low-medium | Medium | Medium |

| | Action Type | Capital Needs | Timeframe | Priority Level | |
|-------|---|----------------------|-----------------|----------------|--------|
| Civic | | | | | |
| 6.1 | Expand administrative capacity to improve Hudson’s public and open spaces by hiring a parks planner, establishing a parks department, or by fostering community stewardship | Admin | Yes, low-medium | Short | High |
| 6.2 | Develop a strategy for high-impact, low-cost activations that allow a diversity of uses in Hudson’s public and open spaces | Partnership Program | Yes, low-medium | Medium | Medium |
| 6.3 | Continue making the Hudson waterfront a location for recreation and connection | Partnership Program | Yes, low-medium | Medium | Medium |
| 7.1 | Engage young residents, community based organizations, and the broader Hudson community to develop a youth master plan | Partnership Planning | Yes, low-medium | Medium | Medium |
| 7.2 | Establish a formal Hudson Youth Committee to inform city policy | Admin Policy | No | Short | Medium |
| 7.3 | Develop aging in place guidelines to ensure older adults can remain in Hudson | Policy | Yes, low-medium | Medium | Medium |
| 8.1 | Partner with artists and institutions to activate parks and public spaces | Partnership Program | No | Medium | Low |
| 8.2 | Promote off-season public arts programming, e.g. “Arts Wednesdays” | Partnership Program | No | Medium | Low |
| 8.3 | Integrate cultural amenities into transportation planning | Infrastructure | No | Long | Medium |

| | | Action Type | Capital Needs | Timeframe | Priority Level |
|-----------|--|---------------------|-----------------|-----------|----------------|
| Civic | | | | | |
| 8.4 | Make Hudson a destination for arts, music, and film festivals. | Partnership Program | Yes, low-medium | Medium | Medium |
| 8.5 | Work with the arts community to develop more centralized resource management, such as through an arts committee. | Partnership Program | No | Short | Low |
| Resilient | | | | | |
| 9.1 | Create an urban forest | Infrastructure | Yes, low-medium | Long | Medium |
| 9.2 | Compile and disseminate resources to help Hudson residents undergo green building retrofits | Program | Yes, low-medium | Medium | Low |
| 9.3 | Incorporate additional requirements and incentives for energy consumption in the building code | Policy | No | Short | Medium |
| 10.1 | Incorporate climate resilient designs in infrastructure and maintenance projects | Infrastructure | No | Long | High |
| 10.2 | Adopt land use regulations that bolster resiliency for developments in the city's flood plain | Policy | No | Short | Medium |
| Connected | | | | | |
| 11.1 | Continue implementing sidewalk accessibility upgrades | Infrastructure | Yes, intensive | Medium | High |
| 11.2 | Consider the expansion of public transit in the future to accomodate planned growth in Hudson | Infrastructure | Yes, intensive | Long | High |

| | Action Type | Capital Needs | Timeframe | Priority Level | |
|-----------|--|-------------------------|-----------------|----------------|--------|
| Connected | | | | | |
| 11.3 | Prioritize transportation projects that make it easier to get around Hudson on foot or bike | Infrastructure | Yes, intensive | Long | High |
| 11.4 | Monitor Hudson's parking supply and expand parking options only when projected growth shows a clear need | Infrastructure Planning | No | High | Low |
| 11.5 | Increase connectivity and coordination between Hudson's greenspaces | Infrastructure | Yes, intensive | Medium | Medium |
| 12.1 | Develop a consistent visual identity for signs in the City of Hudson | Program | Yes, low-medium | Short | Medium |
| 12.2 | Promote active mobility by installing wayfinding signs that show typical walking duration to popular locations | Infrastructure | Yes, intensive | Medium | Low |

Implementation Entities

The following table identifies lead and supporting entities responsible for implementing each recommendation in this Comprehensive Plan. Supporting entities may provide technical expertise, staffing, or programmatic support to aid implementation.

| | Supporting Entities | Details | |
|----------------|---|---|---|
| Mayor's Office | | | |
| 2.2 | Develop and publish clear project guidelines for potential developers | Hudson Industrial Development Agency | Mayor's Office to develop, publish, and update when needed. |
| 4.2 | Activate Hudson's commercial corridor through open streets and other public space programming. | Local nonprofit, local business coalition, potential BID | Coordination from Mayor's Office, with local business coalition, potential BID or nonprofit organizatin to support implementation and logistics |
| 5.1 | Strengthen regional economic development partnerships | Potential partners could include Columbia Economic Development Corporation and Columbia-Greene Community College; Hudson Development Corporation, Hudson Business Coalition | Collaborative partnerships may be led by the Mayor's Office. |
| 5.2 | Create an incentive plan for desirable industries and businesses to operate in Hudson and provide quality jobs to residents. | Common Council, economic development partners; Hudson Development Corporation | Incentives may require Common Council approval. Potential support from regional economic development partners. |
| 5.3 | Strengthen relationship between City Hall and Hudson's business community through a formal committee and consistent, public convenings. | Local business coalition, other location business leaders; Hudson Development Corporation | Mayor's Office establishes a committee and meeting structure |
| 6.2 | Develop a strategy for high-impact, low-cost activations that allow a diversity of uses in Hudson's public and open spaces | Local nonprofits or arts organizations, Department of Public Works | Mayor's Office and Department of Public Works may coordinate space use. Local nonprofit or arts organization to support programming. |

| | Supporting Entities | Details | |
|----------------|--|---|--|
| Mayor's Office | | | |
| 6.3 | Continue making the Hudson waterfront a location for recreation, the arts, and connection between Hudson residents | Common Council (co-lead), Planning Board, local nonprofits | Mayor's Office to coordinate programming and special projects along waterfront; Common Council to adopt any land use regulation changes, with input from the Planning Board. |
| 7.1 | Engage young residents, community based organizations, and the broader Hudson community to develop a Youth Master Plan to align services and make Hudson an exciting place for young people. | Youth Department, local nonprofits, Common Council | Mayor's office to drive planning. Common Council may fund, with Youth Department to support outreach/ coordination with local nonprofits that work with youth. |
| 7.2 | Establish a formal Hudson Youth Committee to inform city policy. | Common Council (co-lead), Youth Department | A formal youth committee would need to be established by the Common Council. The Mayor's Office may create an informal youth council without Council approval. The Youth Department may assist with recruitment. |
| 8.1 | Partner with artists and institutions to activate parks and public spaces. | Arts Committee, Artists/ Arts organizations | Coordination from the Mayor's Office or potentially an arts council, with artists and/ or arts organizations to lead programming. |
| 8.2 | Promote off-season public arts programming, e.g. "Arts Wednesdays." | Arts Committee, Artists/ Arts organizations; Hudson Development Corporation | Coordination from the Mayor's Office or potentially an arts council, with artists and/ or arts organizations to lead programming. |
| 8.4 | Make Hudson a destination for arts, music, and film festivals. | Arts committee, Arts organizations | City-led festival planning. May also involve a future arts entity and local organizations. |
| 8.5 | Work with the arts community to develop more centralized resource management, such as through an arts committee | Local arts leaders | Mayor's Office to initiate coordination with local arts leaders. |

| | Supporting Entities | Details | |
|----------------|---|--|---|
| Mayor's Office | | | |
| 9.2 | Compile and disseminate resources to help Hudson residents undergo green building retrofits. | Conservation Advisory Council, New York State Department of State, other county and state agencies | Mayor's Office to coordinate publishing information on the City's website, Conservation Advisory Council to advise as needed. New York State Department of State may provide guidance and support. |
| 11.2 | Consider the expansion of public transit in the future to accomodate planned growth in Hudson. | Department of Public Works, Columbia County Board of Supervisors, NYSDOT, Common Council | Mayor initiates coordination with state, county, and economic development stakeholders. |
| 11.3 | Prioritize transportation projects that make it easier to get around Hudson on foot or bike. | Department of Public Works, Columbia County Board of Supervisors, NYSDOT, Common Council, Town of Greenport | Mayor's Office coordinates with regional and state stakeholders, including the Town of Greenport and the Columbia County Board of Supervisors. Department of Public Works coordinates construction; Common Council allocates capital funds. |
| 11.4 | Monitor Hudson's parking supply and expand parking options only when projected growth shows a clear need. | Common Council, Parking Department, NYSDOT, Columbia County Board of Supervisors | Mayor's Office to lead and coordinate. Parking Department currently only has an enforcement role, but may inform research. Consider forming a committee, similar to the one established to inform the Parking Study. |
| 11.5 | Increase connectivity and coordination between Hudson's greenspaces. | Department of Public Works, Columbia County Board of Supervisors, NYS Office of Parks, Recreation & Historic Preservation, Common Council, NYS Department of State | Mayor's Office to lead and coordinate with state and local agencies as needed. New York State Office of Parks, Recreation, & Historic Preservation to be engaged on matters related to the Empire State Trail. Common Council may be required to allocate funding for select developments. New York State Department of State may be engaged with matters related to the Bridge District that pertain to DRI funding. |

| | Supporting Entities | Details |
|---|--|--|
| Mayor's Office | | |
| 12.1 Develop a consistent visual identity for signs in the City of Hudson. | Department of Public Works; Council Parking Committee; local arts group | Mayor's Office coordinates visual identity development, with the Department of Public Works overseeing installation and maintenance. |
| 12.2 Promote active mobility and a sense of place through community-oriented wayfinding. | Department of Public Works | Mayor's Office coordinates wayfinding development, with the Department of Public Works overseeing installation and maintenance. |
| Common Council | | |
| 1.1 Update land use to support equitable and inclusive growth | Planning Board | Common Council must adopt zoning changes. Historic Preservation Commission to advise on new rules permitting ADUs in historic districts. Planning Board to provide required advisory report. |
| 1.2 Implement an affordable housing overlay | Planning Board | Common Council would adopt overlay zone. The Planning Board must provide an advisory report. |
| 1.3 Transition to a form-based code | Code Enforcement; Planning Board, Historic Preservation Commission, Conservation Advisory Council, Department of Public Works, NYS Department of State | Funding appropriation and adoption by Common Council. Land use boards and committees, such as the Planning Board and Historic Preservation Commission, to advise code as needed. Planning Board to provide required advisory report. Department of Public Works to enforce after adoption. Collaboration with and oversight from the New York State Department of State. |
| 2.1 Adopt precise conditions and establish a structured application process for affordable housing developments | Planning Board | Council must codify changes with Planning Board to advise and ultimately implement changes. |

| | Supporting Entities | Details |
|--|---|--|
| Common Council | | |
| 2.4 Complete a Generic Environmental Impact Statement (GEIS) | Planning Board, Historic Preservation Commission, Conservation Advisory Council; Code Enforcement | The Common Council, acting as SEQRA Lead Agency, initiates and funds the Generic EIS. The Planning Board is an involved agency because it will exercise future permitting authority affected by the GEIS. The Historic Preservation Commission and Conservation Advisory Council may participate as interested (commenting) agencies to provide input. |
| 2.6 Establish a dedicated program, team, or agency to oversee the pipeline of new development | | Council would create/ allocate funding for the position or team. |
| 3.1 Adopt a Right to Stay and Return policy | Hudson Housing Trust Fund Advisory Committee | Requires legislation to be approved by Common Council. HHTF can help structure policy and implementation. |
| 4.1 Adopt design guidelines for public spaces that focus on supporting Hudson's small businesses. | Code Enforcement Department | Council adopts guidelines, which may be enforced by the Code Enforcement Department. |
| 5.4 Launch a legacy business program | Local business leaders, potential BID; Hudson Development Corporation | Council creates and funds the program. Local business leaders (or a potential BID) may inform the program, help identify candidates, and provide support when implemented. |
| 5.5 Create neighborhood-serving business zones | Planning Board | Council adopts zoning changes. The Planning Board must provide an advisory report. |
| 6.1 Expand administrative capacity to improve Hudson's public and open spaces by hiring a parks planner, establishing a parks department, or by fostering community stewardship. | Department of Public Works; Youth Department | Council must create and fund any new positions or departments. The Department of Public Works currently manages and maintains Hudson's parks. |

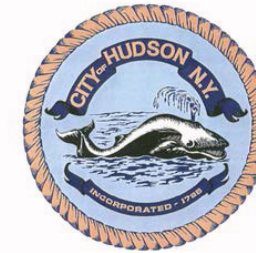
| | Supporting Entities | Details |
|--|--|---|
| Common Council | | |
| 7.3 | Develop aging in place guidelines to ensure older adults can remain in Hudson. | Planning Board; Hudson Senior Center |
| 9.3 | Incorporate additional requirements and incentives for energy consumption in the building code. | Council adopts land use policies and guidelines; Planning Board to provide advisory report. |
| | Treasurer's Office; Code Enforcement | Requires legislation to be adopted by the Common Council. Treasurer's Office to lead implementation if property tax incentives are involved. |
| 10.2 | Adopt land use regulations that bolster resiliency for developments in the city's flood plain. | Planning Board, Conservation Advisory Council; Code Enforcement |
| | Council adopts land use policies and guidelines; Planning Board to provide advisory report. | |
| Hudson Housing Trust Fund Advisory Committee | | |
| 2.3 | Centralize resources and the affordable housing application process for prospective tenants. | TBD nonprofit partner |
| 3.2 | Support the creation of a community land trust to develop long-term affordable housing. | Hudson Housing Trust Fund to guide resource development and potentially help fund if assisted by a nonprofit partner. |
| | Common Council, nonprofits | Hudson Housing Trust Fund to help incubate the CLT. Council may help fund or enable land transfers. Nonprofit partners may support as needed. |
| 3.3 | Establish a dedicated financing tool to help homeowners and landlords improve existing homes and residential buildings | NY State agencies, nonprofit lenders, local bank or credit union |
| | Hudson Housing Trust Fund to help incubate, with potential seed funding from New York State or a nonprofit lending organization. Implementation to be supported by a local bank or credit union. | |
| 3.4 | Launch a public education campaign to dispel myths about affordable housing and displacement and to promote resources | TBD nonprofit partner |
| | Hudson Housing Trust Fund to guide campaign messaging and administration, potentially supported by non-profit partner. | |

| | Supporting Entities | Details |
|-----------------------------|--|--|
| Department of Public Works | | |
| 8.3 | Integrate cultural amenities into transportation planning | Common Council, Arts Committee, artists, arts organizations |
| | Department of Public Works oversees signage and wayfinding; collaboration with arts community to implement. Potential funding required would need to be allocated by the Common Council. | |
| 9.1 | Improve and expand Hudson's urban forest. | Conservation Advisory Council, Common Council |
| | Department of Public Works oversees tree planting; Conservation Advisory Council may advise on species and locations. Council may increase funding. | |
| 10.1 | Incorporate climate resilient designs in infrastructure and maintenance projects. | Common Council may need to allocate funding towards improvements or adopt legislation requiring resilient infrastructure designs. The Department of Public Works oversees infrastructure upgrades and maintenance. Conservation Advisory Council may advise on green infrastructure as needed. |
| | Conservation Advisory Council, Common Council | |
| Code Enforcement Department | | |
| 2.5 | Improve enforcement of Hudson's existing vacant buildings law | Common Council |
| | Code Enforcement executes; Council must authorize any expansion in staffing or resources. | |
| Public Works Board | | |
| 11.1 | Continue implementing sidewalk accessibility upgrades. | ADA Coordinator, Common Council; Department of Public Works; |
| | Public Works Board and Department of Public Works coordinates construction; Common Council allocates capital funds. | |

Appendix

- I. Existing Conditions Report
- II. Matrix of Existing Plans
- III. Community Visioning Report
- IV. Community Survey Data
- V. Community Visioning Workshop Summaries

DRAFT



City of Hudson New York

Community Profile

Comprehensive Plan

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Climate Resiliency & Sustainability

This document was prepared with funding provided by the New York State Department of State Environmental Protection Fund.

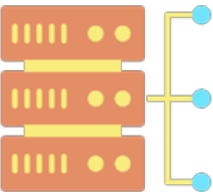


Introduction

City of Hudson Data Analysis & Existing Conditions

This report provides an overview of Hudson’s population, housing, economy, and physical environment. The analysis of existing conditions is the first step in the development of the Comprehensive Plan. The findings of this report establish a baseline understanding of the status of the City of Hudson in 2024, to spark productive conversations about Hudson’s future. Recorded data, such as US Census data, provide valuable information but are only part of the portrait. The lived experiences and needs of Hudson’s residents, gathered through community engagement, will complete the picture.

About the Data

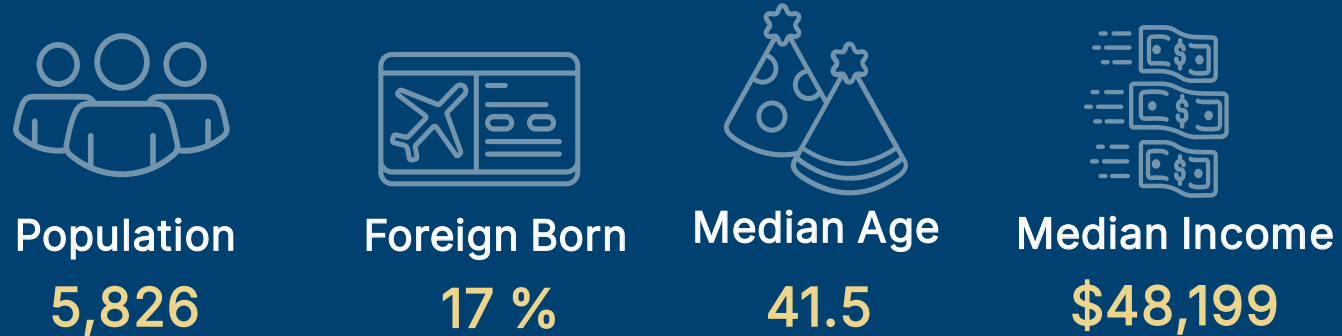


This report uses the most recent and publicly available data, including but not limited to:

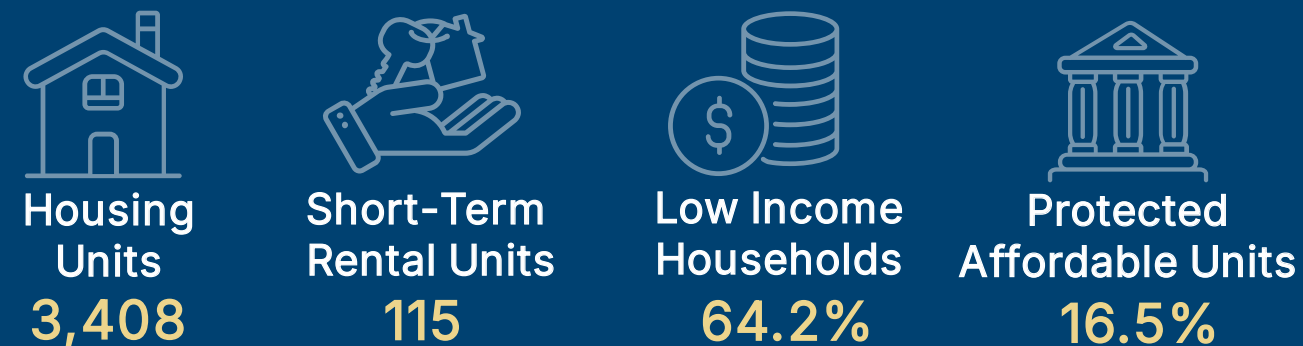
- US Decennial Census, 2010 & 2020
- American Community Survey (ACS), 2010 & 2022 5-Year Estimates
- New York State Education Department (NYSED) Enrollment Data
- New York State Department of Transportation (NYSDOT) Traffic Data Viewer
- Walkscore.com
- Local Area Unemployment Statistics – Hudson Micropolitan Area
- US Census; Longitudinal Employer-Household Dynamics; On the Map, 2021
- Harvard US Cluster Mapping, 2021
- New York State Department of Labor (DOL), 2023
- New York State (NYS) Parcel Land Use and Assessed Values, 2021

HUDSON BY THE NUMBERS

DEMOGRAPHICS



HOUSING



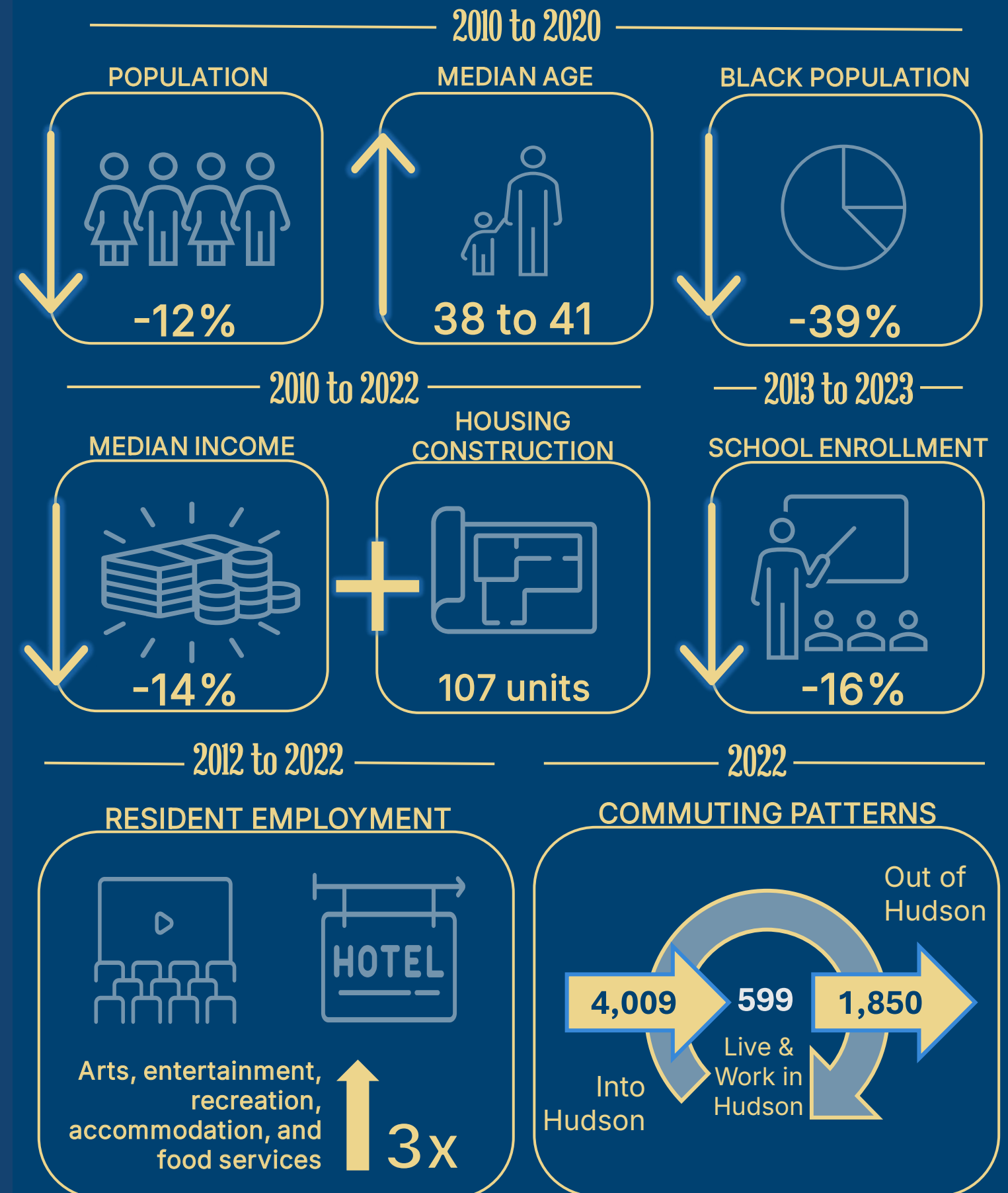
LEADING INDUSTRIES BY EMPLOYMENT



COMMUNITY ASSETS



HUDSON TRENDS



Benchmark Communities

To understand Hudson's existing conditions, it is essential to establish a comparative framework to contextualize findings. Data for Hudson will be compared to data for Columbia County and New York State (NYS). We have also identified three benchmark cities—Beacon, NY; Kingston, NY; and Watervliet, NY—drawing upon their characteristics to inform our analysis where relevant. Benchmark cities serve as reference points, providing context and insights into urban or regional trends and potential areas for improvement. These cities were chosen due to their geographic proximity, similar historical heritage, and/or comparable economic dynamics to Hudson.



Beacon

Located on the east side of the Hudson River, Beacon shares similar geography and historical heritage to Hudson. Beacon has also undergone significant revitalization in recent years.



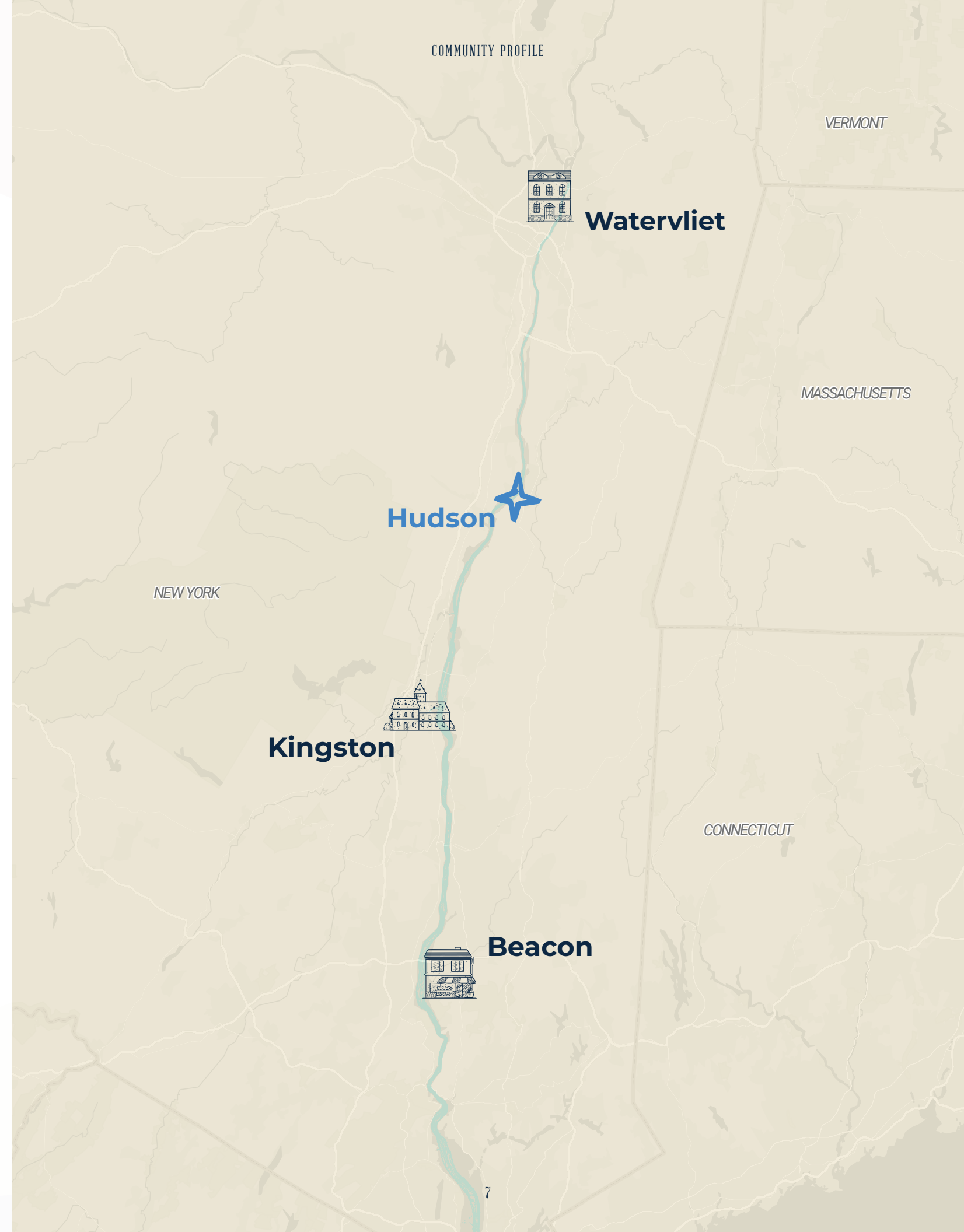
Kingston

A historic city along the west bank of the Hudson River, Kingston faces similar economic and redevelopment challenges to Hudson.



Watervliet

Watervliet is a smaller (by land area), dense city located on the Hudson River. Watervliet has a growing population but similar economic challenges to Hudson.



Demographics

Conditions & Trends

Hudson’s population has experienced significant demographic shifts since 2010.

Hudson’s population is declining and aging.

The City of Hudson has experienced a steady decline in population over the last 20 years (see **Figure 1**). From 2010 to 2020, Hudson’s population declined by 12 percent to 5,894, a rate of decline exceeding that of the County or any of the benchmark communities.¹ Columbia County’s population also declined during this period, but at a much lower rate (-2.4 percent). As shown in **Table 1**, Kingston and Watervliet experienced modest growth, while Beacon’s population declined by 5.7 percent. Hudson and Beacon’s population decline may be partly caused by an increase in second-home ownership and short-term rentals in homes that were once occupied by full-time residents.

TABLE 1

| PERCENT POPULATION CHANGE 2010-2020 | |
|-------------------------------------|--------|
| Hudson | -12.2% |
| Columbia County | -2.4% |
| New York | 4.2% |
| Beacon | -5.7% |
| Kingston | 0.7% |
| Watervliet | 1.2% |

Source: US Decennial Census, 2010 & 2020

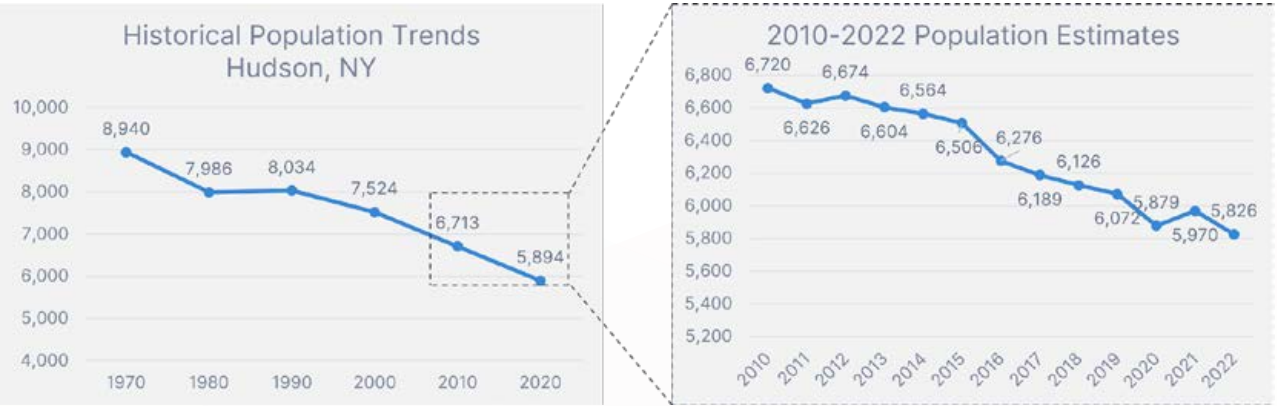


FIGURE 1: POPULATION

¹ US Decennial Census, 2010 & 2020

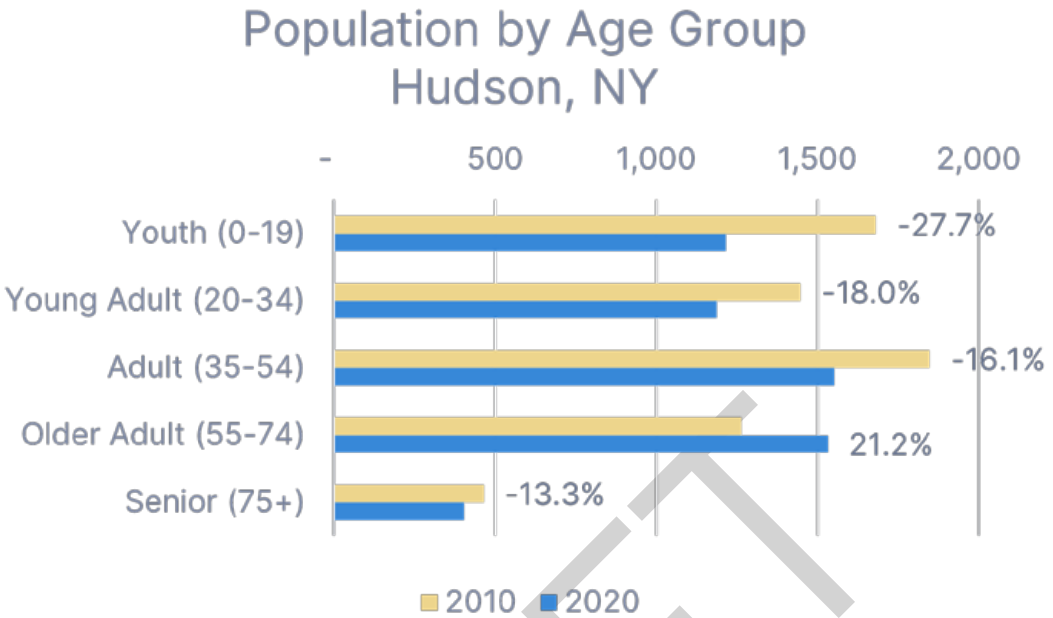


FIGURE 2: POPULATION BY AGE GROUP

TABLE 2

| PERCENT POPULATION CHANGE FROM 2010-2020 BY AGE GROUP FOR MALES AND FEMALES HUDSON, NY | | |
|--|--------|---------|
| Age Group Cohorts | Males | Females |
| Youth (0-19) | -27.9% | -27.5% |
| Young Adult (20-34) | -24.0% | -11.7% |
| Adult (35-54) | -26.5% | -2.9% |
| Older Adult (55-74) | 20.7% | 21.7% |
| Senior (75+) | -2.6% | -20.8% |

Source: US Decennial Census, 2010 & 2020

All age groups in Hudson have declined, except for the 55-74 age group, which increased by 21 percent, contributing to an increase in the median age from 37 to 41 years old (see **Figure 2**). Between 2010 and 2020, the number of City resident males decreased by 26.5 percent, significantly exceeding the 2.6 percent decline in the female population (see **Table 2**).

Hudson's population is projected to continue to decline, consistent with regional population projections. Population projections vary by methodology and source, though all models indicate a steady population decline through 2030. A ratio projection assumes that the population trends of a larger geography can be applied to a smaller geography within that larger geography. Using this assumption, Hudson's population would decline at the same rate as Columbia County's population. Cornell University's Program on Applied Demographics (PAD) produces county-level population projections based on recent trends in births, deaths, and migration. PAD projects that Columbia County's

population will decline by 4.5 percent from 2020 to 2030. A ratio projection, utilizing Cornell University population projections for Columbia County, projects Hudson's population will decline to 5,610 by 2030.

The ratio projection assumes that Hudson's population pattern will mirror that of the County; however, it should be noted that between 2010 and 2020, the City's population declined more than the County (see [Table 1](#)), and, therefore, the ratio projection may be more optimistic than other projections. A simple, linear projection estimates Hudson's population will decline by 11 percent by 2030, to 5,230 people (see [Figure 3](#)).

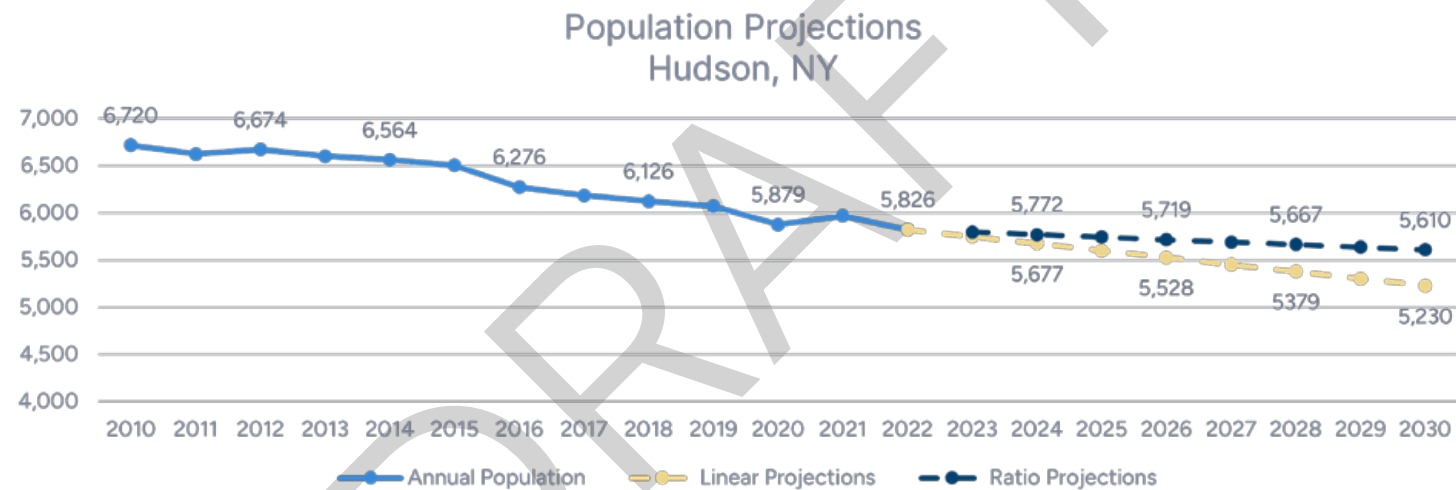


FIGURE 3: POPULATION PROJECTIONS

Hudson is more racially and ethnically diverse than Columbia County, but its racial composition has changed since 2010.

- Hudson's Black or African American population declined by 39 percent.
- Hudson's Asian population grew by 39 percent.

Hudson's current racial and ethnic makeup is predominately white, followed by Black or African American, Asian, and Hispanic or Latino (see [Figure 4](#)). Hudson has a more racially and ethnically diverse population than

the County. From 2010 to 2020, Hudson had a nearly 40 percent decrease in the Black or African American population (the County saw only a 10 percent decrease). The City of Beacon, which has a similar racial and ethnic composition to Hudson, experienced a comparable decrease (46 percent) in their Black or African American population.²

² US Decennial Census, 2010 & 2020

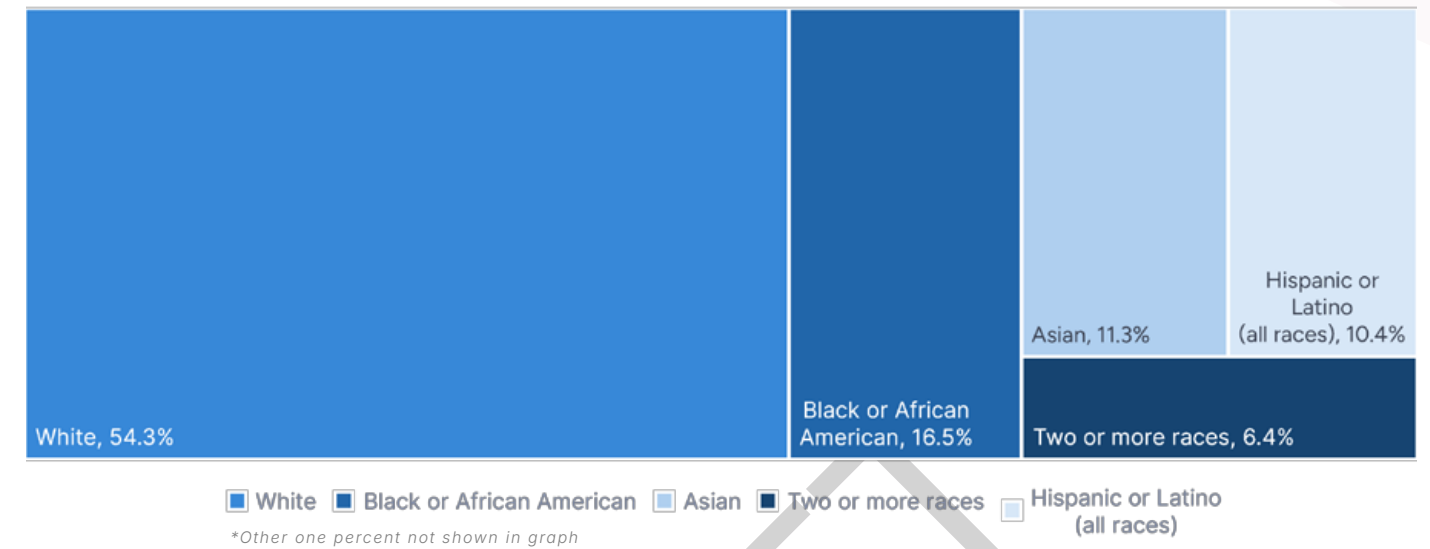


FIGURE 4: RACE AND ETHNICITY

Seventeen percent of Hudson's population is foreign born, and the most common languages spoken at home, other than English, are Indo-European languages, such as Bengali.

Foreign-born residents make up 17 percent of Hudson's population. Half of the foreign-born population comes from Asia, 27 percent from Europe, and 17 percent from Latin America (see [Figure 5](#)). The most common languages spoken at home besides English are Indo-European languages (11 percent), which include a range of languages that are spoken in most of Europe, areas of European settlement, and in much of Southwest and South Asia, including Bengali, Hindi, German, Russian, Dutch, Portuguese, and many others.³

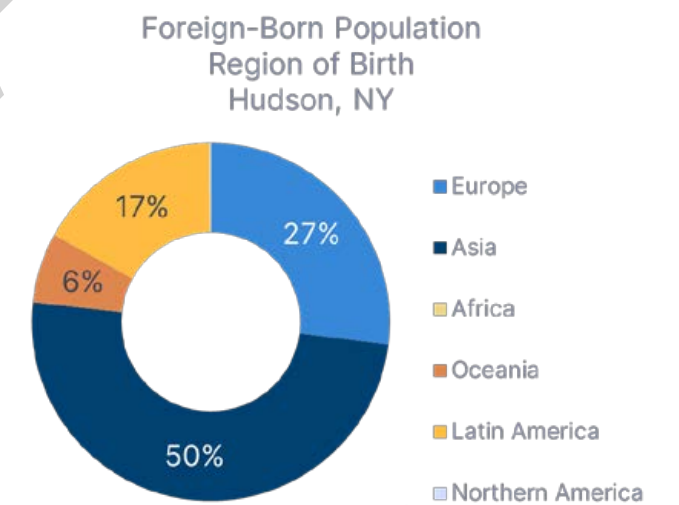


FIGURE 5: REGION OF BIRTH

³ ACS, 2022 5-Year Estimates

Hudson has a smaller average household size than Columbia County, and more one- and two-person households.

Hudson has a smaller average household size compared to the County, with 74 percent of Households being 1 or 2 person households (see [Figures 6 and 7](#)).³

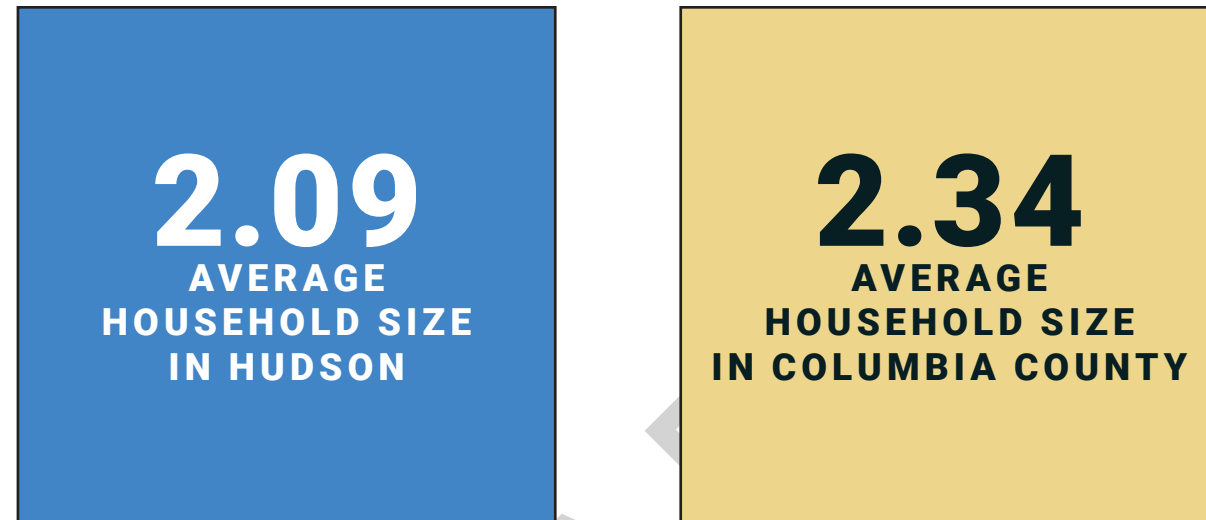


FIGURE 6: AVERAGE HOUSEHOLD SIZE

Hudson also has a lower percentage of family households than the County—about 50 percent of households in Hudson are family households, compared to about 65 percent in Columbia County.³

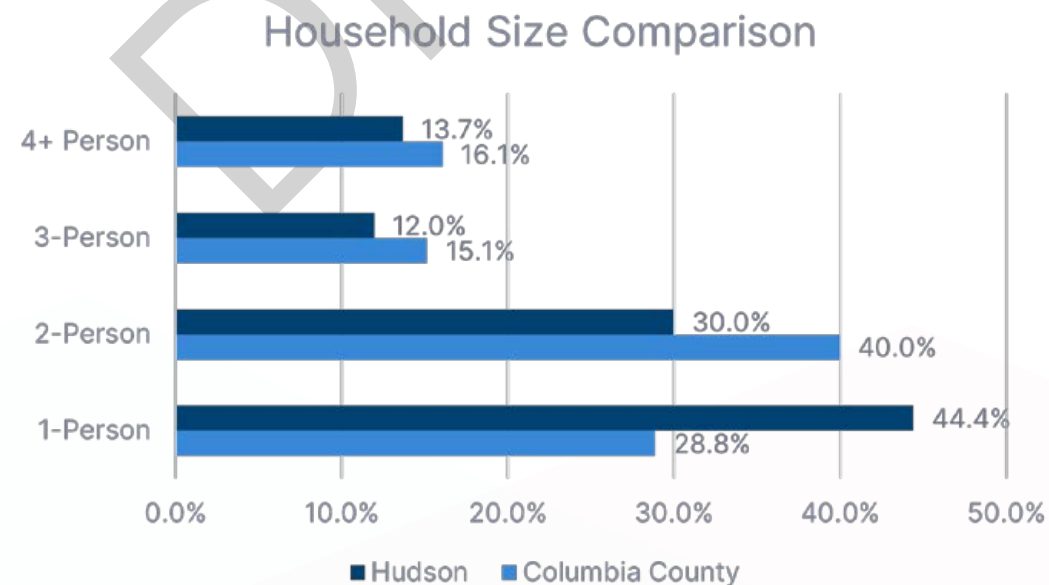


FIGURE 7: HOUSEHOLD SIZE COMPARISON

³ ACS, 2022 5-Year Estimates

Public School enrollment is declining.

Hudson's aging and declining population correlates with the decline (-16 percent) in public-school enrollment from 2013 to 2023 (see [Figure 8](#)). Beacon (-19 percent) and Kingston (-8 percent) also reported declines in their City public school enrollment over the last decade.⁴

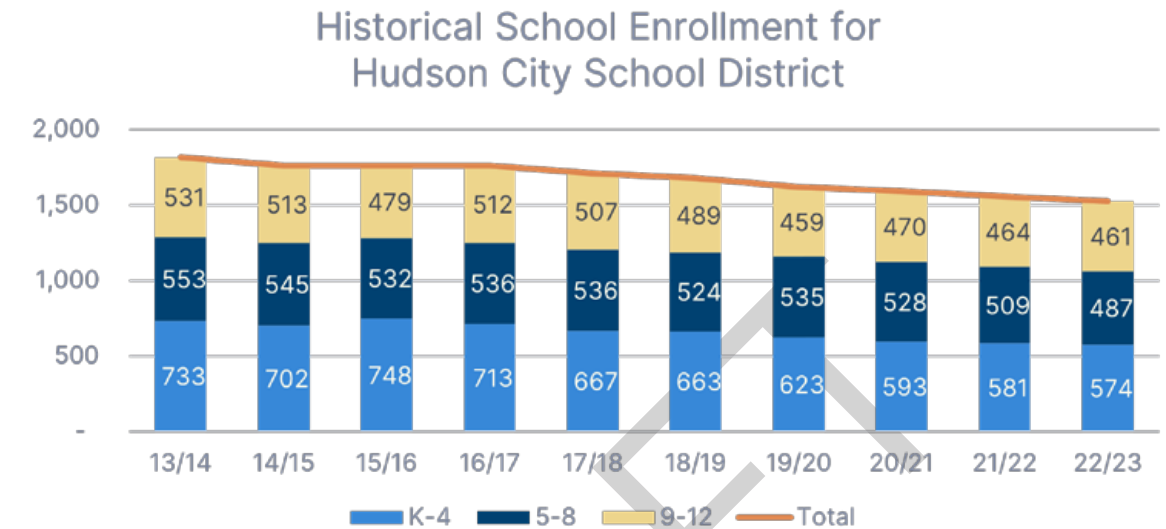


FIGURE 8: HISTORIC SCHOOL ENROLLMENT

Educational attainment in Hudson is lower than in the County and the State.

In Hudson, 49 percent of those 25-years or older have a high school degree or less, compared to 37 percent for the County and State (see [Figure 9](#)).

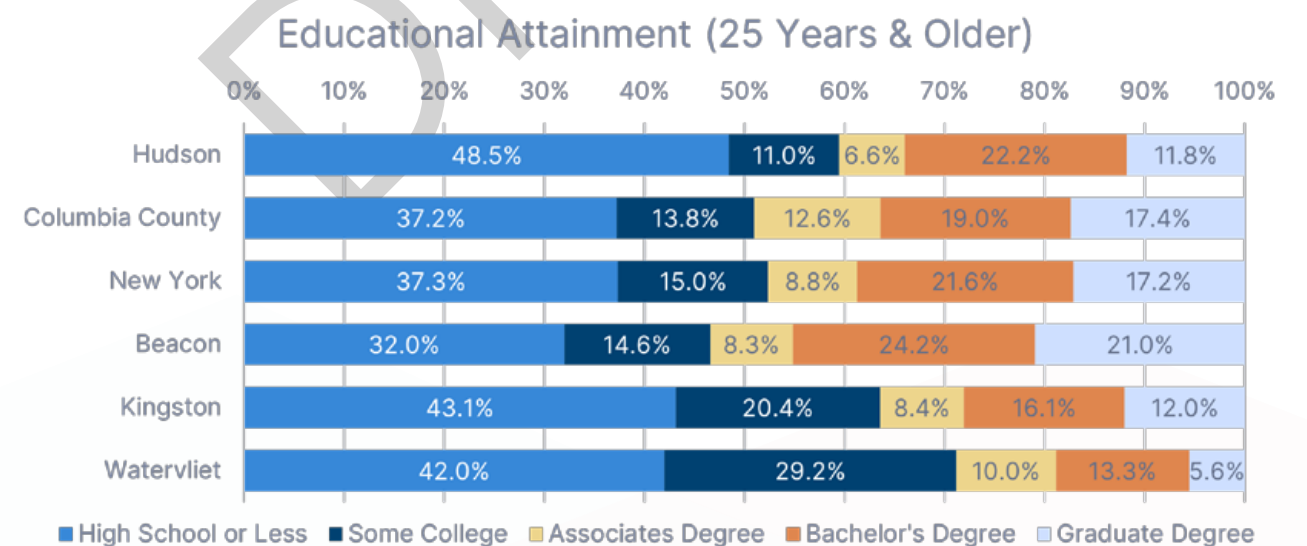


FIGURE 9: EDUCATIONAL ATTAINMENT BY LOCATION

⁴ NYSED Enrollment Data, 2013–2023

Hudson has lower educational attainment than the benchmark cities. Beacon has notably higher educational attainment, with 45 percent of residents achieving a bachelor's degree or higher, compared to 34 percent in Hudson. Watervliet and Kingston have a higher proportion of residents attaining some college or an associate's degree as compared to Hudson. Watervliet and Kings-

ton have sizeable student populations due to their proximity to large community colleges and universities with regional draw. While Columbia-Greene Community College is located just outside of Hudson, in the Town of Greenport, it had a more modest total enrollment, as compared to other regional community colleges and universities, of 1,455 students in 2023.⁵

Income inequality within Hudson has increased since 2010— when adjusted for inflation, median household income declined while average household income remained the same.

Hudson's median household income, when adjusted to 2023 dollars, declined by 14 percent from 2010 to 2022, while the average household income stayed steady, resulting in a median income of \$48,199 and an average income of \$87,802 (see Figure 10). The growing gap between median and average

household income suggests that, while some households are experiencing an increase in overall income (the average), more households (the median) are experiencing a decrease in their income and spending power. An uneven spread of income throughout the population is known as income inequality.

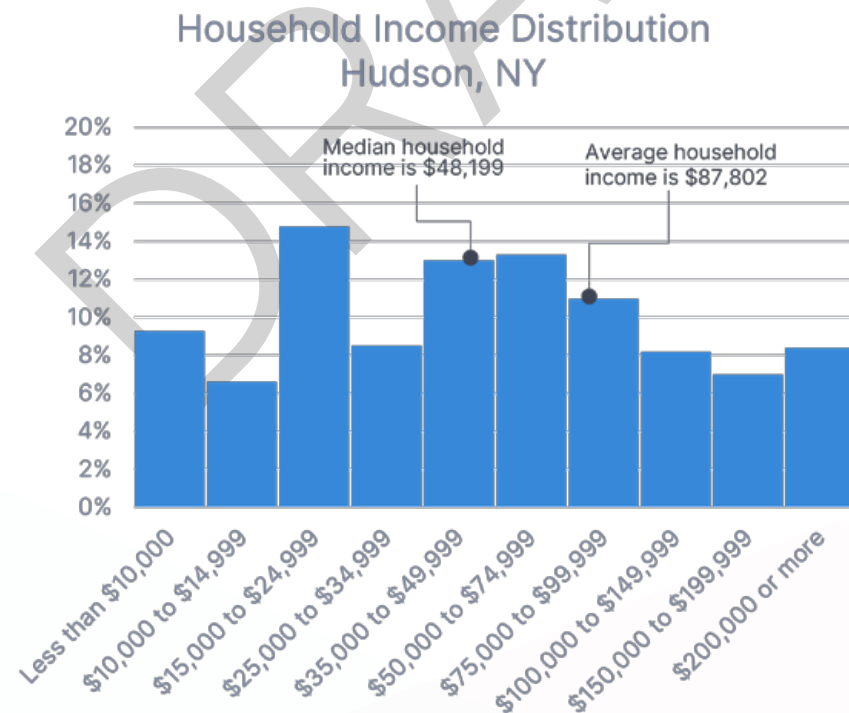


FIGURE 10: HOUSEHOLD INCOME DISTRIBUTION

⁵ Pignone, Raymond. October 6, 2023. Columbia-Greene Media, <https://www.columbiagreene.edu/cgcc-enrollment-jumps-14-and-exceeds-projections/>

Hudson's median household income (\$48,199) is 43 percent lower than Columbia County's (\$85,106).

Hudson has a lower median household income than the County, State, and benchmark cities (see Figure 11). When adjusted to 2023 dollars, Watervliet was the only benchmark city that also experienced a decline in

their median household income from 2010 to 2022. Kingston's income stayed relatively stable, while Columbia County, the State, and Beacon saw increases in median household income.

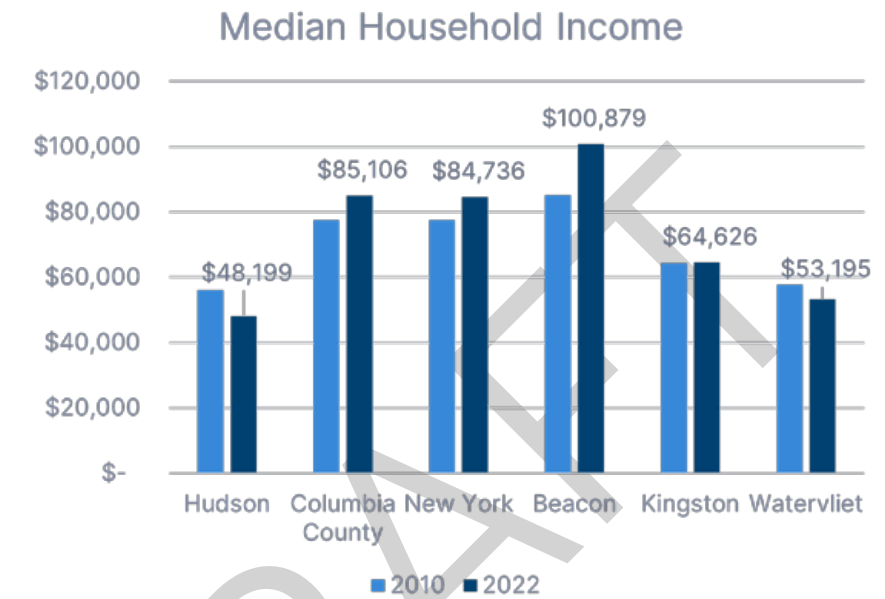


FIGURE 11: MEDIAN HOUSEHOLD INCOME

Hudson has more than double the rate of residents living in poverty compared to Columbia County.

Hudson has a larger percentage of its population living below the poverty line (23 percent) compared to the County (10 percent) and the State (14 percent). However, Hudson's poverty rate is similar to other urban areas, such as Kingston (18 percent) and Watervliet (20 percent) (see Figure 12).⁶

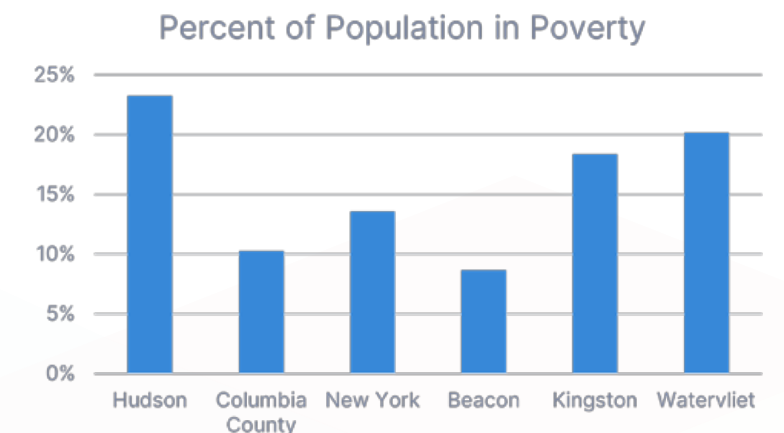


FIGURE 12: POPULATION IN POVERTY

⁶ ACS, 2022 5-Year Estimates

Housing Conditions & Trends

Hudson has a variety of housing types that provide for the diverse needs and preferences of its residents.

However, Hudson has an aging housing stock, and only 229 homes have been built since 1990.

Hudson has a diverse housing stock that matches its diverse population, but little housing has been built in the last 30 years. As of 2022, Hudson's housing stock remained stable, with no significant change observed since 2010, totaling 3,408 units. Most of Hudson's housing stock was built prior to 1940. Since 1990, only 229 housing units have been built in Hudson; however, there are four recently approved housing projects that, when completed, will add roughly 120 new residential units.⁷ Hudson's housing stock consists of a mix of low- and medium-density housing. Of Hudson's total 3,408 units, 39 percent of units are single-family units, 42 percent are in two-to-four family buildings, and 19 percent are in buildings with five or more units (see **Figure 13**). When compared to Columbia County, Hudson has more one- and two-bedroom units, which is in line with Hudson's larger share of one- and two-person households.

Hudson, NY Dwelling Types

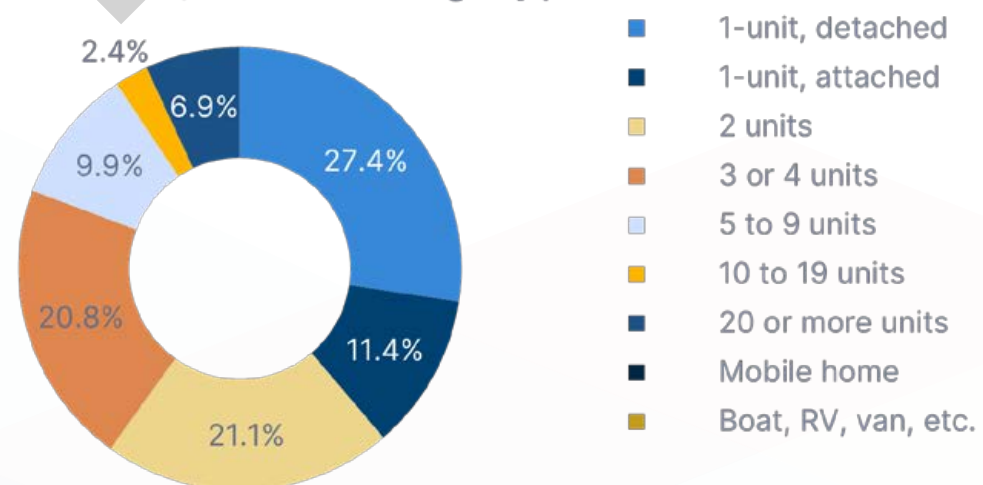


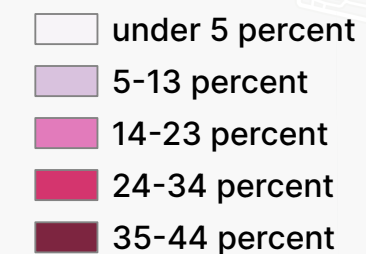
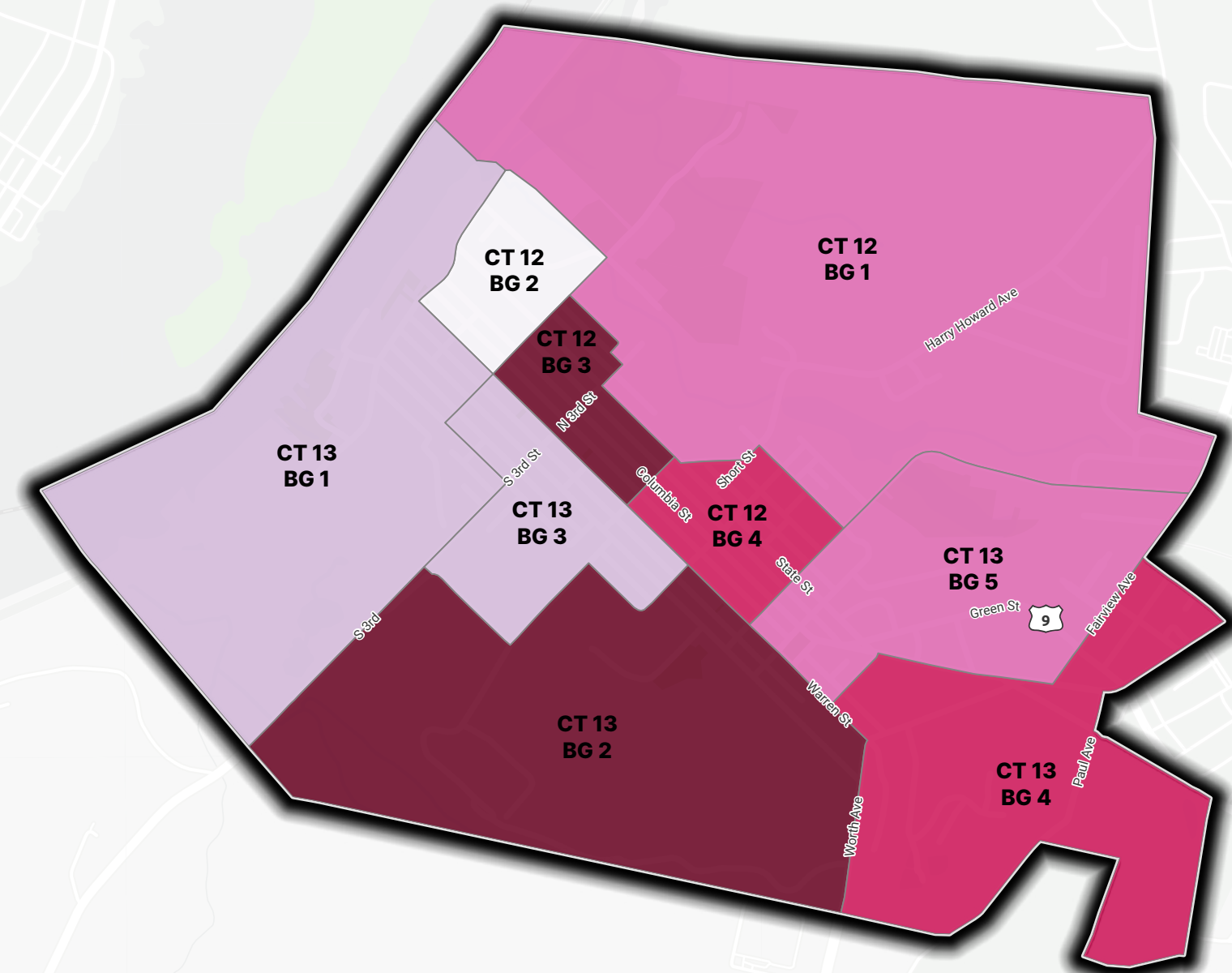
FIGURE 13: DWELLING TYPES

⁷ ACS, 2022 5-Year Estimates; City of Hudson

Vacancy by Block Group

Hudson, NY

FIGURE 14



Twenty-five percent of Hudson's housing stock is vacant.

About 30 percent of housing units in Hudson are owner occupied and 45 percent are renter occupied. Hudson has a much lower home-ownership rate compared to the County (57 percent). Hudson has a much higher vacancy rate compared to Beacon (seven percent), Watervliet (11 percent), and Kingston (10 percent), but a similar rate to Columbia County. Though 25 percent of the housing stock in Hudson is vacant, only three percent of total housing units are available for sale or rent. Fifty-seven percent of vacant units are classified as "other vacant," defined as not for sale, rent, or seasonal use.

Short-term rentals, such as Airbnb,⁸ are popular in Hudson, with an estimated 115 units listed on various sites, representing approximately 3.4 percent of the housing stock. Per city code

Chapter 325-28.3, Hudson residents can rent up to three units on the parcel they reside. Non-resident property owners may rent their property for up to 60 days per calendar year, provided their units are owner occupied for a minimum of 50 days per year. In Beacon, also a popular tourist destination, short-term rentals are hosted in only two percent of housing units. Beacon has a stricter policy regarding short-term rentals. Pursuant to § 223-26.5 of the Code of the City of Beacon, short-term rental units must be permitted and must be the primary residence of the owner.

Figure 14 shows vacancies by Census block group as a percentage of total units in each block group. Vacancies are highest on Warren Street northwest of North Fourth Street, and in the southeast portion of the City.⁷

Market home prices and rents exceed what is affordable for households at median income.

According to 2022 ACS data, which includes subsidized and affordable housing, median rent in Hudson is \$1,194. Median rent in Hudson is seven percent higher than the median rent for Columbia County; however, the median household income in Hudson is 43 percent lower than the County's.⁷ When looking at active rental listings in Hudson for market rate properties, there is a much higher median rent price of \$2,450, indicating an affordability gap between the rental options on the market and what households at median income can afford. A household at Hudson's median household in-

come of \$48,200 can afford to pay up to \$1,200 a month for housing. This income and cost disparity has led to cost burden for 57 percent of all renters (see Figure 15).¹⁰ For homeowners, the median home value according to the 2022 ACS is \$289,000,⁷ while the median sales price for recently-sold homes is \$489,000.⁹ Based on the Department of Housing and Urban Development (HUD) income limits, 64 percent of households in Hudson qualify as low income, while only 16 percent of housing units are protected affordable housing.

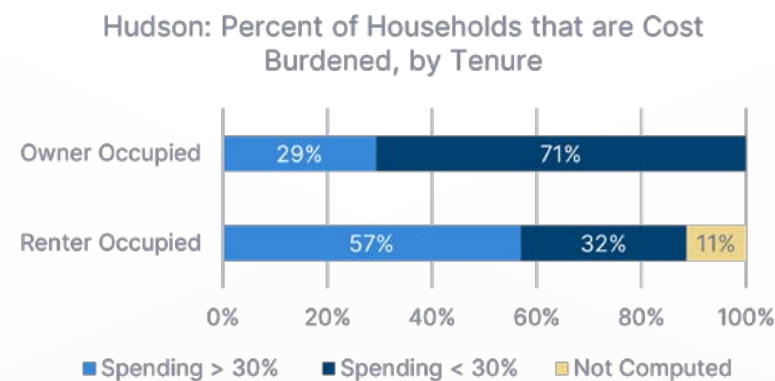


FIGURE 15: COST BURDEN

⁷ ACS, 2022 5-Year Estimates; City of Hudson

⁸ Airbnb.com, "Hudson, NY," accessed May 2025; "Beacon, NY," accessed January 2024

⁹ Zillow.com, accessed January 31, 2024

¹⁰ The Department of Housing and Urban Development (HUD) recommends that no more than 30 percent of household income be spent on housing. This includes mortgage or rent, property taxes, HOA fees, insurance, and utilities.

Economic Conditions & Trends

Hudson has a strong local economy with many shops, hotels, and restaurants supported by tourists and seasonal visitors, as well as major employment anchors in health care and public administration.

Hudson's unemployment rate has historically remained lower than the State's.

The COVID-19 pandemic accelerated Hudson's unemployment rate, peaking at 5.9 percent in 2020; however, that rate has since decreased to pre-pandemic levels. In 2022, Hudson's unemployment rate was 2.7 percent, which is the lowest it has been over the past 15 years (see Figure 16).

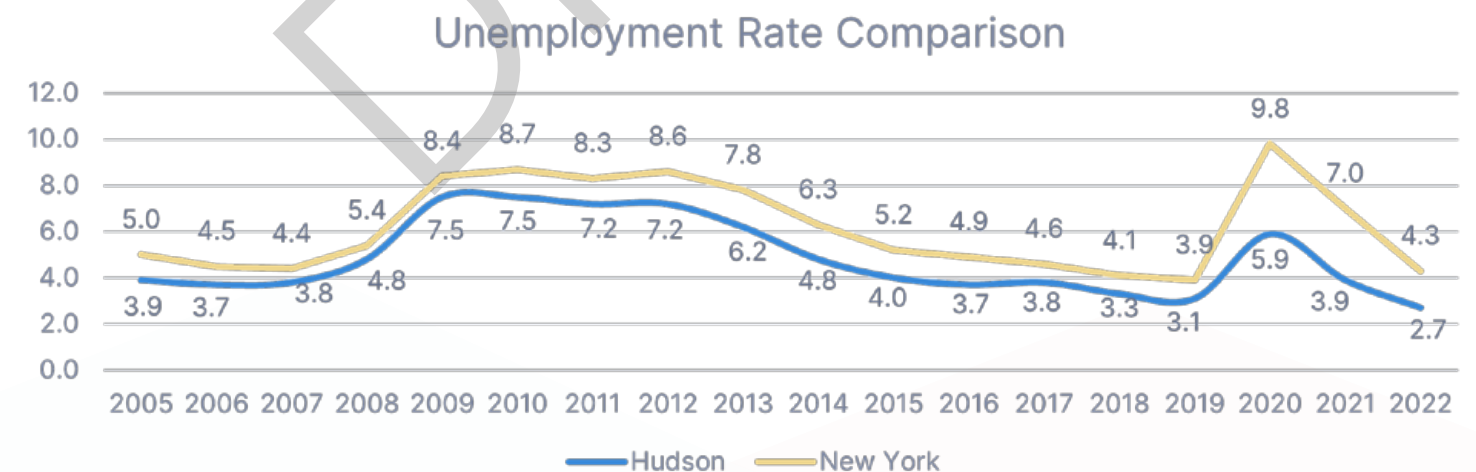


FIGURE 16: UNEMPLOYMENT RATE

The top three industries, which make up 75 percent of all employment in the City, are:



The top three industries in Hudson include health care and social assistance (39.5 percent); public administration (24.9 percent); and accommodation and food services (10.4 percent). Hudson’s largest employer is Columbia Memorial Health, with an estimated 1,500 employees.¹¹ Other principal employers are listed in **Table 3**.

TABLE 3

| PRINCIPAL EMPLOYERS IN HUDSON, NY | | |
|---|---------------------------------|-------------|
| Employer | Industry | Employees |
| Columbia Memorial Health | Health Care & Social Assistance | 1,000-2,000 |
| Hudson School District | Educational Services | 400-600 |
| Columbia County Chapter of The Arc NY | Other Services | 250-499 |
| Columbia County Social Services | Health Care & Social Assistance | 100-249 |
| FASNY Firemen’s Home | Health Care & Social Assistance | 100-249 |
| The Wick, Hudson, a Tribute Portfolio Hotel | Accommodation and Food Services | 100-249 |
| Key Bank | Finance and Insurance | 100-249 |
| Hudson Valley 360 | Information | 100-249 |
| Columbia County | Public Administration | 100-249 |

Note: These numbers represent total employees; some employers have locations and employees outside the City of Hudson.
Sources: NYSDOL, 2023; Columbia Memorial Health; Hudson City School District

¹¹ Columbia Memorial Health, <https://www.columbiamemorialhealth.org/careers/>

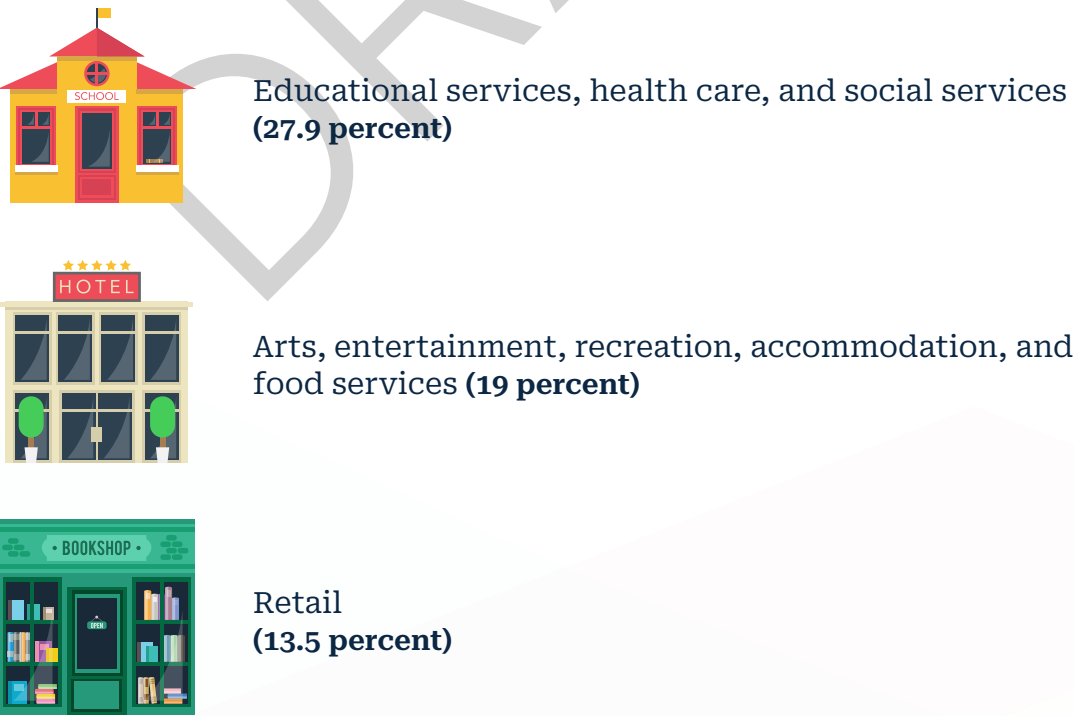
Most people who work in Hudson live elsewhere, and most workers who live in Hudson work elsewhere.

Eighty-seven percent of those who work in Hudson live outside of Hudson, with a majority coming from nearby towns in Columbia and Greene Counties (see **Figure 17**). Conversely, 75 percent of Hudson residents work outside of Hudson, with a significant portion (46 percent) traveling over 25 miles for work.¹²



FIGURE 17: WORKER INFLOW/OUTFLOW

The top three industries where Hudson residents work are:



¹² Census On the Map, 2022

Resident employment in arts, entertainment, recreation, accommodation, and food services has more than tripled since 2012.

From 2012 to 2022, Hudson experienced a shift in its resident labor force, as resident employment in the arts, entertainment, recreation, accommodation, and food services industries increased by 232 percent, reflecting a significant shift from traditional employment to hospitality and creative arts. (see Figure 18).

The top employment sector for Hudson residents in both 2012 and 2022 was education, health care, and social services, which also gained employment over that period. Resident employment in retail trade declined by 37 percent but nevertheless remains a top resident employment sector.

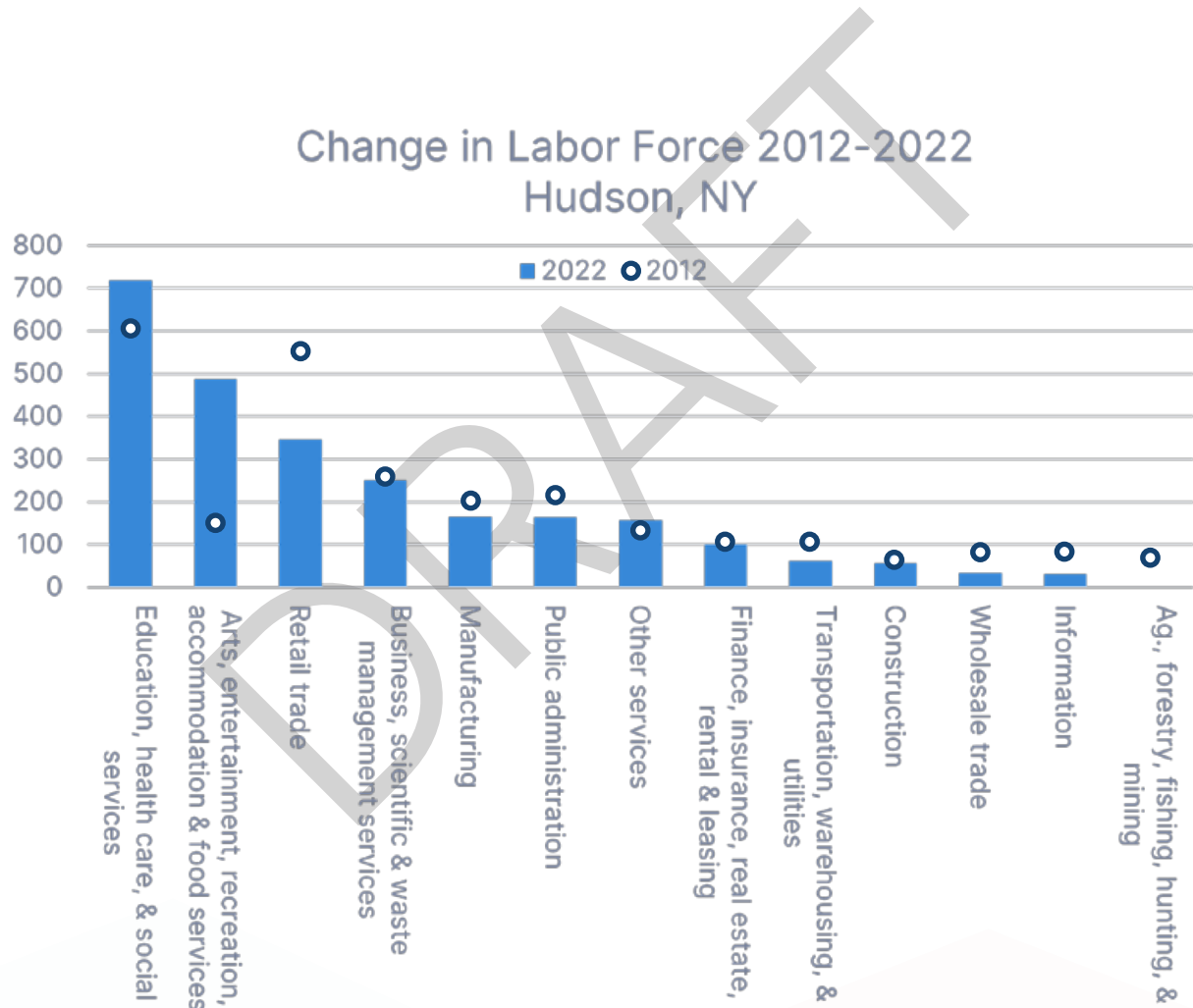


FIGURE 18: RESIDENT LABOR FORCE

Traded Cluster Employment, 2021

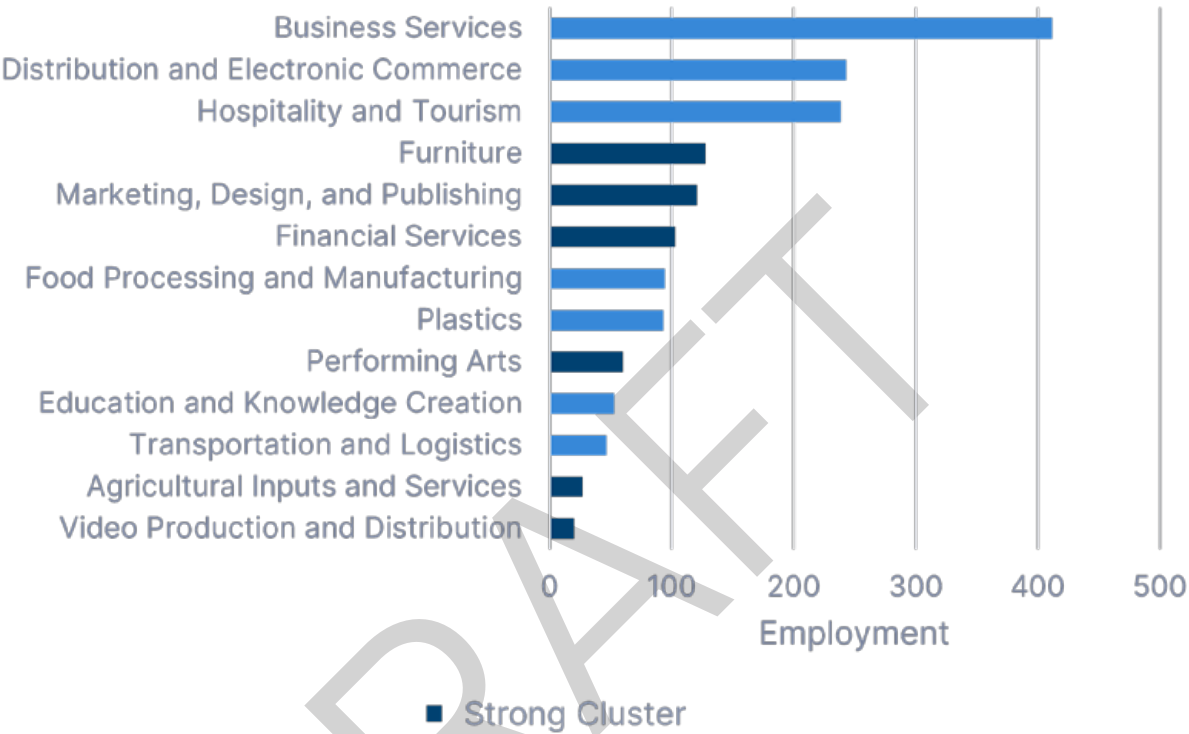


FIGURE 19: TRADED CLUSTERS

While Hudson's largest industries are localized, several specialty industries export their goods and services, bringing money into the region. These specializations include furniture; marketing, publishing and design services; financial services; performing arts; agricultural services; and video production (see Figure 19). These specializations, or clusters, are sectors with an above-average concentration of employment in Hudson as compared to the national average.

Warren Street attracts visitors to the area and generates economic activity.

Hudson's main commercial corridor is **Warren Street**, an approximately one-mile two-way thoroughfare extending from Henry Hudson Waterfront Park at the northwest terminus to Route 9 at the southeast terminus. Warren Street features a variety of restaurants, art galleries, antique stores, personal services, and unique shopping options that attract visitors to the area and generate economic activity.

Hudson is developed with a significant concentration of antique furniture shops, totaling 55 across the City, with the largest cluster on Warren Street between North Fifth and South Seventh Streets. The Warehouse, which was once a chair factory, is located on Front Street south of the train station and houses multiple antique vendors, including the Antique Warehouse, the largest owner-operated antique shop in the Northeast.¹³



Hudson has a diverse tax base, with residential properties comprising 49 percent, commercial properties 28 percent, and community services 20 percent of total taxable assessed value.¹⁴

¹³ Visit Hudson NY Business Directory, 2024

¹⁴ NYS Parcel Land Use and Assessed Value Data, 2022

Photo ©: Visit Hudson NY; Danny Goodman

Zoning & Land Use

The City of Hudson utilizes 15 zoning districts to guide development, including seven residential, three commercial, one industrial, two riverfront, and two conservation districts.

Zoning

Residential districts that allow for higher density housing, such as the R-2, R-3, R-4, and R-5 districts, are located around the commercial districts along Warren Street, whereas single-family residential districts (R-1) are primarily located in the northeast and southeast portions of the City.¹⁵ Hudson's three commercial districts include a Central Commercial (C-C), General Commercial (G-C), and General Commercial Transitional (G-C-T) district. The Central Commercial District is located along Warren Street and allows uses that meet the purpose of creating an attractive mixed-use downtown for residents and visitors. The other commercial districts are located on the edges of the city center and allow additional commercial uses such as funeral homes, and automobile and boat sale establishments. (See **Figure 20** for City of Hudson Zoning Map.)

The Industrial District (I-1) is located between the recreational conservation districts and residential districts surrounding downtown and allows commercial, manufacturing, and warehousing uses.

After the adoption of the 2011 *Local Waterfront Revitalization Plan* (LWRP), Hudson's zoning was amended to add two riverfront districts and two conservation districts. The Core Riverfront District's purpose is to encourage mixed-use development and provide access to the riverfront. The Riverfront Gateway District connects the downtown commercial district to the riverfront, promoting the development of a diverse housing stock, as well as commercial and recreational opportunities, while providing a pedestrian-friendly connection to the Hudson River.

The City's Recreational Conservation District conserves the ecologically important North and South Bays, while providing public access to recreational opportunities. The Institutional-Residential Conservation District allows for residential and institutional uses, such as the public schools and the correctional facility, while protecting unique or sensitive natural resources.

To promote affordable housing and protect critical resources, Hudson adopted an incentive zoning program (§325-28.2), applicable

within the Local Waterfront Revitalization Area (LWRA) across all residential districts and, outside the LWRA, in any district permitting residential uses. The Planning Board may award a density bonus of up to 20 percent above base density, or up to 30 percent when low- or moderate-income housing is provided. Density bonuses are granted proportionally in exchange for community benefits, such as permanently protected conservation land, public trail or waterfront access, or historic resource rehabilitation, and secured by binding agreements with the City.¹⁶



Land Use

While zoning refers to the guidelines for development in a particular area, land use refers to how people are using the land. As shown in **Figure 21**, roughly 40 percent of the land in Hudson is used for community services, most notably for public schools and the correctional facility. Residential land uses are the second-most common land use type (18.7 percent), and are located primarily in the eastern area of the City.

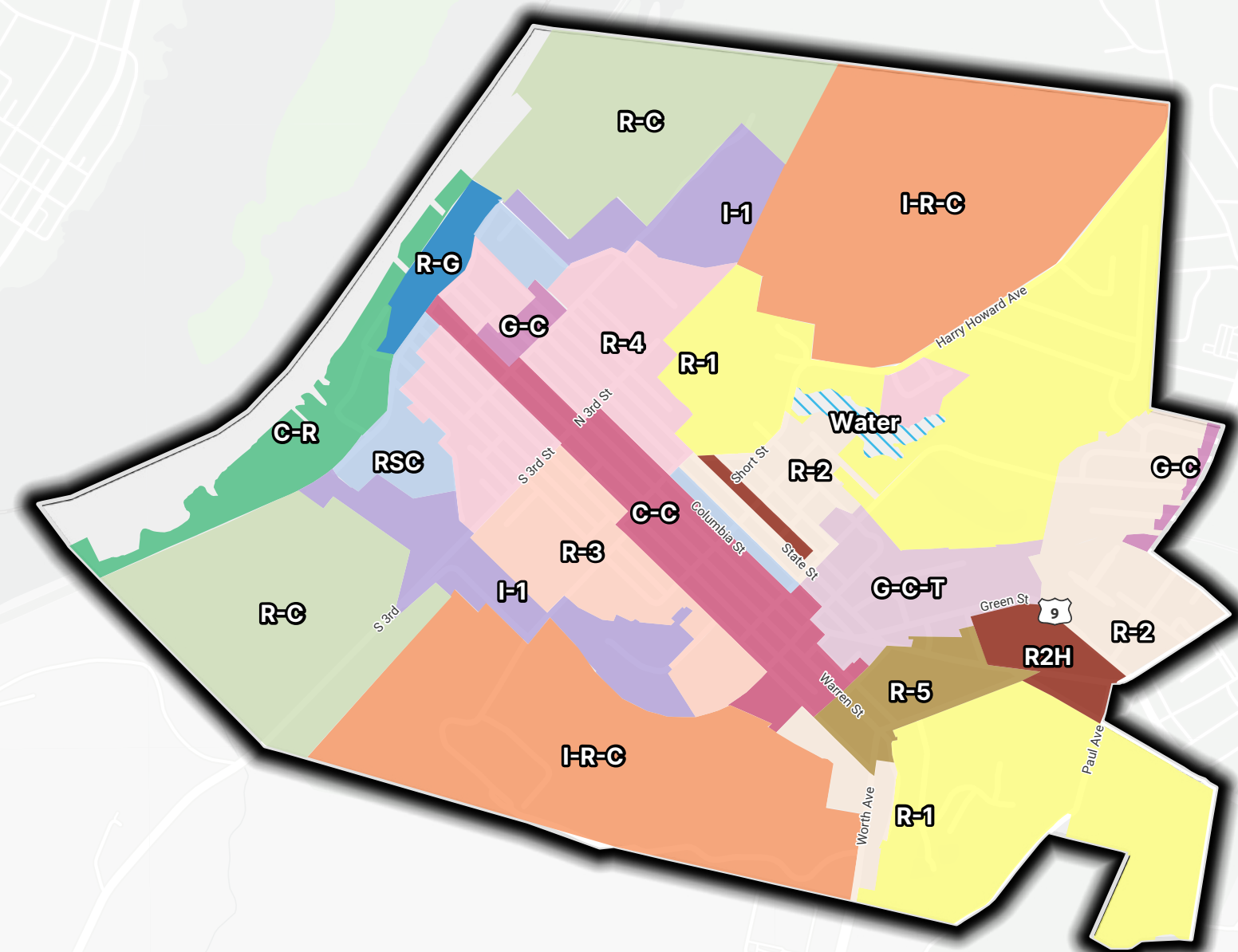
Commercial uses make up 17.8 percent, with a large area located in the South Bay area. Vacant land accounts for 12.2 percent and is concentrated in the single-family residential zone between State Street and the Empire State Trail and the southeast area of the City near Cedar Park Cemetery. Industrial uses only make up 2.3 percent and are scattered on the perimeter of downtown and into the North Bay.¹⁷

¹⁵ City of Hudson
¹⁶ City of Hudson Code, Zoning Chapter 325-28.2
¹⁷ City of Hudson; Columbia County, NYS

Zoning

Hudson, NY

FIGURE 20

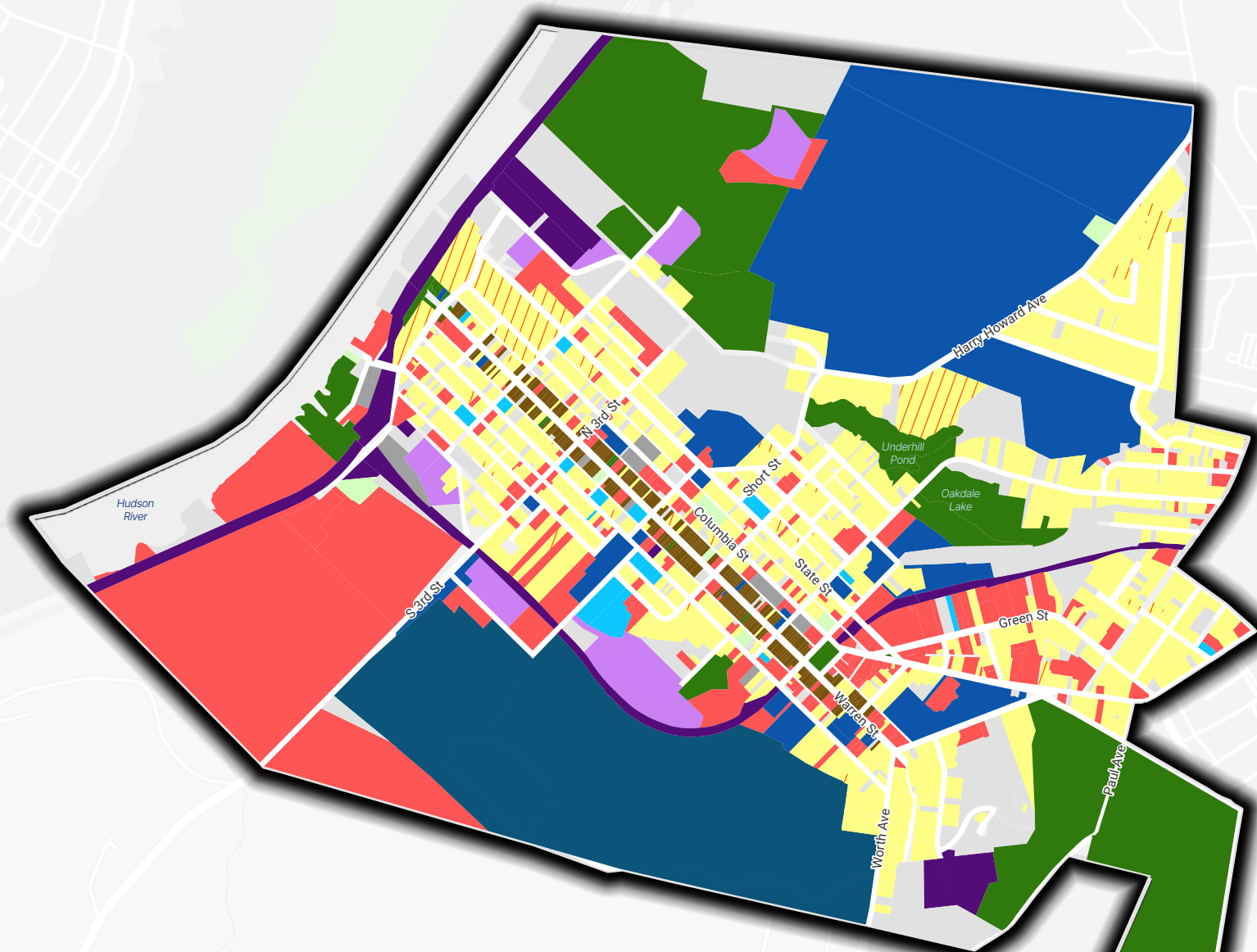


- | | | |
|---|--|--|
| Central Commercial (C-C) | One-Family Residence (R-1) | Recreational Conservation District (R-C) |
| Core Riverfront District (C-R) | One- and Two-Family Residence (R-2) | Riverfront Gateway District (R-G) |
| General Commercial (G-C) | Multiple Residence (R-3) | One- and Two-Family and Conditional Office (R2H) |
| General Commercial Transitional (G-C-T) | Three-Story Multiple Residence (R-4) | Residential Special Commercial (RSC) |
| Industrial (I-1) | Residential Transitional Service (R-5) | Water |
| Institutional-Residential Conservation District (I-R-C) | | |

Existing Land Use

Hudson, NY

FIGURE 21



- Commercial
- Community Facility
- Institutional
- Institutional (State Correctional Facility)
- Light Industrial
- Mixed-Use
- Parking
- Public Utilities
- Recreation, Entertainment, Arts, and Culture
- Residential
- Residential (Apartments & Living Accomodations)
- Vacant Land
- Wild, Forested, Conservation Lands, and Public Parks

Community Inventory

The City of Hudson’s community resources contribute to the quality of life for residents and visitors.

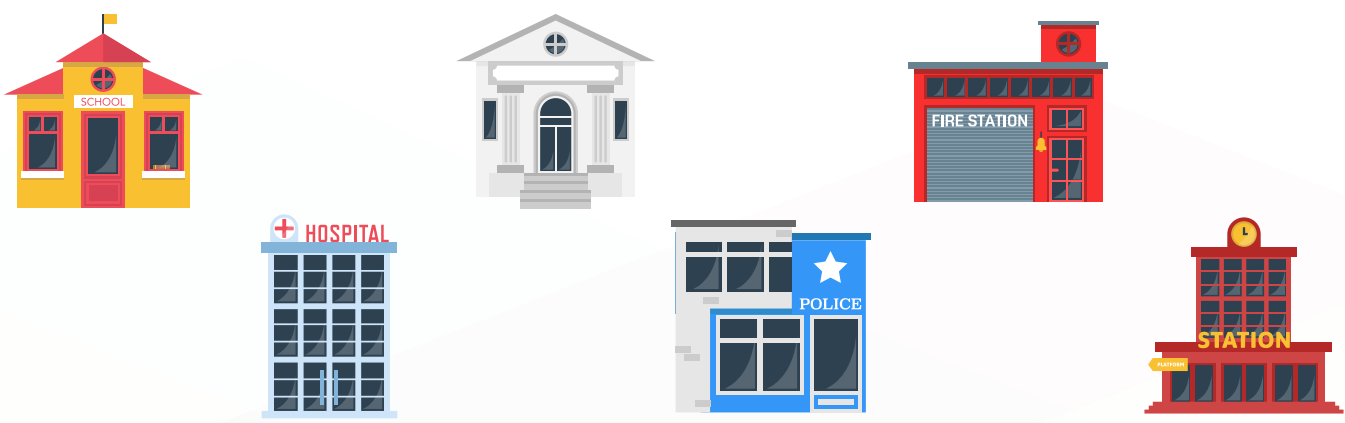
Institutions and Community Facilities

The City of Hudson has a wide range of community facilities that provide essential public services. Key facilities include City Hall, the Hudson Area Library, Police and Fire Departments, schools, health facilities, and multiple county government facilities (see Figure 22).

The Hudson School District includes M.C. Smith Elementary School, Hudson Junior High School, and Hudson Senior High School. In 2018, the John L. Edwards Primary School merged with the M.C. Smith Elementary School, consolidating grades pre-K through fifth into one facility. In the 2022/2023 school year, Hudson schools served 1,500 students (K-12). Between 2013 and 2023, the school district experienced a 16 percent decline in enrollment.¹⁷

Hudson also offers community facilities that provide educational and recreational programming to specific populations. These facilities include the Senior Center (51 North Fifth Street) and Youth Center (18 South Third Street). Hudson also features many places of worship that provide residents with community and connection.

The Hudson Correctional Facility is a medium security facility for males aged 20 to 81. The facility has a population capacity of 261, with a current (2023) population of 92 and an average daily population of 106 over the previous 12 months. Since 2020, the average population has remained under 110. The prison has 234 staff members.

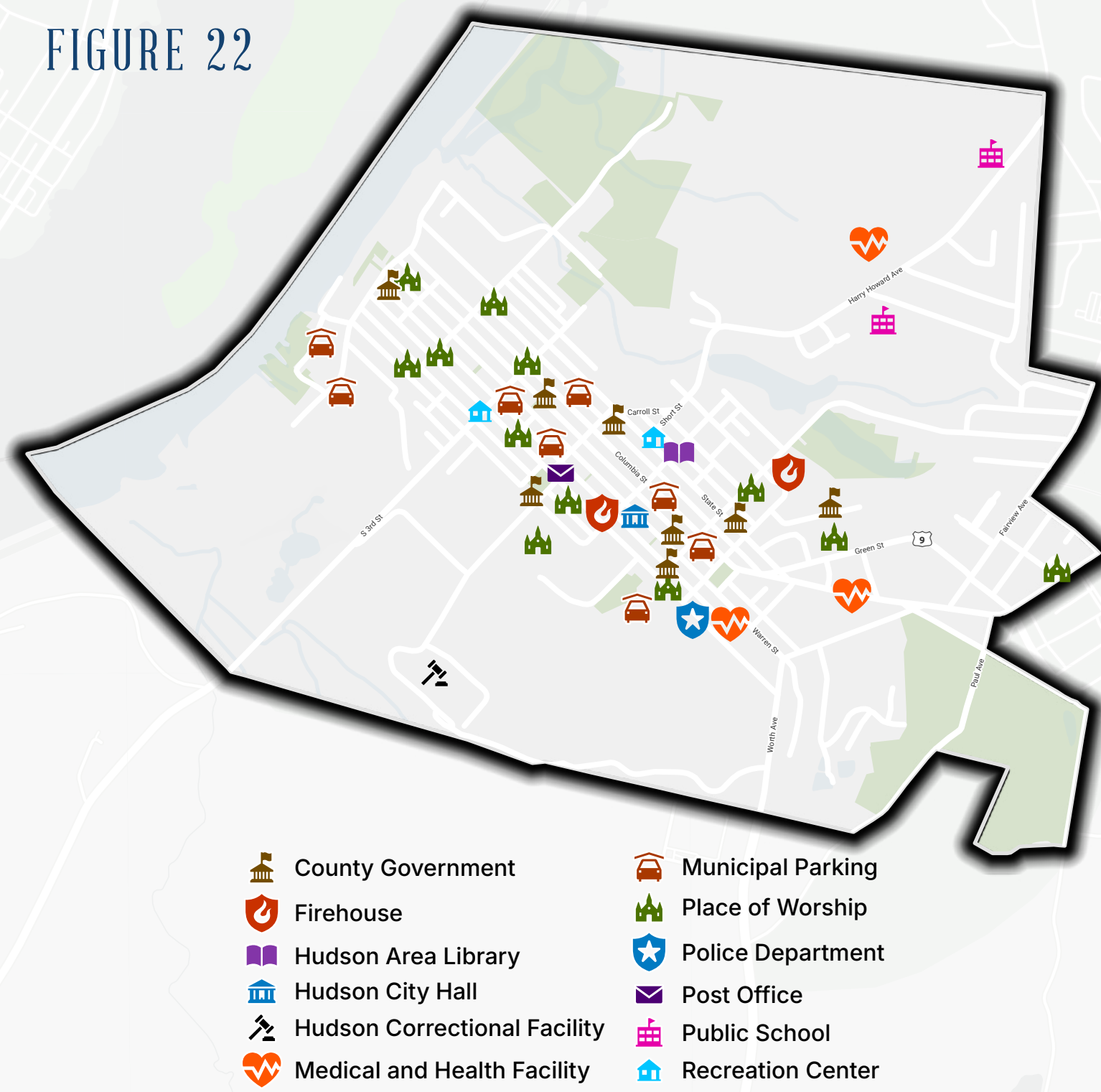


¹⁷ NYS Department of Education, <https://data.nysed.gov/>

Institutions and Community Facilities

Hudson, NY

FIGURE 22



Cultural and Historic Resources

Hudson has a dynamic history, as the first city to be incorporated after the 13 colonies became the United States. The City has transitioned from a bustling seaport in the late 18th century and a center of industry in the 20th century to the arts and cultural hub it is today.¹⁸ This rich history is reflected in the unique architectural styles that can be found in Hudson’s historic districts and sites.

In 2003, the City of Hudson adopted Local Law Number 3, which creates a Historic Preservation Commission. Historic Landmarks and Districts designated by the Commission are protected under this law and, therefore, must obtain a Certificate of Appropriateness from the Commission prior to implementing any façade alteration. If a landmark or property in a historic district has an interior that is open to the public, no alterations affecting its appearance may occur with Commission approval. The Historic Preservation Commission has identified six local historic districts and 13 local landmarks that are crucial for the protection and enhancement of Hudson’s attractiveness and cultural heritage.

The National Register of Historic Places (NR) lists three historic districts and nine historic buildings or structures. Of these NR-listed resources, the Dr. Oliver Bronson House and Estate is a National Historic Landmark, and the Front Street-Parade Hill-Lower Warren Street Historic District is a district with national significance.¹⁹ These districts and historical sites are presented in **Figure 23**.

Historic Hudson, an organization founded in 1996, promotes the preservation of the unique architectural heritage represented in Hudson. Hudson’s library hosts the History Room, which houses a special collection on the history of the City of Hudson and the region.¹⁸

Hudson’s rich history and architecture has attracted many creatives and entrepreneurs into the area and has transformed Hudson into a lively arts and culture hub featuring over 30 art galleries. Hudson is home to five cultural venues, including the Basilica Hudson, Hudson Hall, Lightforms Art Center, Park Theater Hudson, and Time & Space Limited. These venues host a range of live performances and events such as the Basilica Farm & Flea, Hudson Film Festival, and the Hudson Eye. The cultural organizations—Operation Unite NY and The Hudson Arts Coalition—arrange popular community events such as Waterfront Wednesdays and the Hudson Black Arts & Cultural Festival. The Hudson Farmers Market, hosted from February to November, is a community staple that provides residents with fresh produce and products. These organizations, events, and venues, among others, attract visitors and enhance the quality of life for residents by providing unique cultural opportunities year-round.

TABLE 4

| LOCALLY DESIGNATED HISTORIC RESOURCES | |
|---------------------------------------|--------------------------|
| Name | Address |
| Amtrak Station | 69 South Front Street |
| C.H. Evans Hook and Ladder | 440 Warren Street |
| Cavell House | 69 Prospect Avenue |
| Christ Church Episcopal | 431 Union Street |
| First Presbyterian Church | 369 Warren Street |
| H.W. Rogers Hose | 342 Warren Street |
| J.W. Edmonds Hose | Park Place |
| J.W. Hoysradt Chemical Hose | 515 Warren Street |
| John T. Haviland House | 34-36 South Fifth Street |
| Old Shiloh Baptist Church | 241 Columbia Street |
| Robert Jenkins House | 113 Warren Street |
| Robert Taylor House | 68 South Second Street |
| Washington Hose Company | 1 North Front Street |

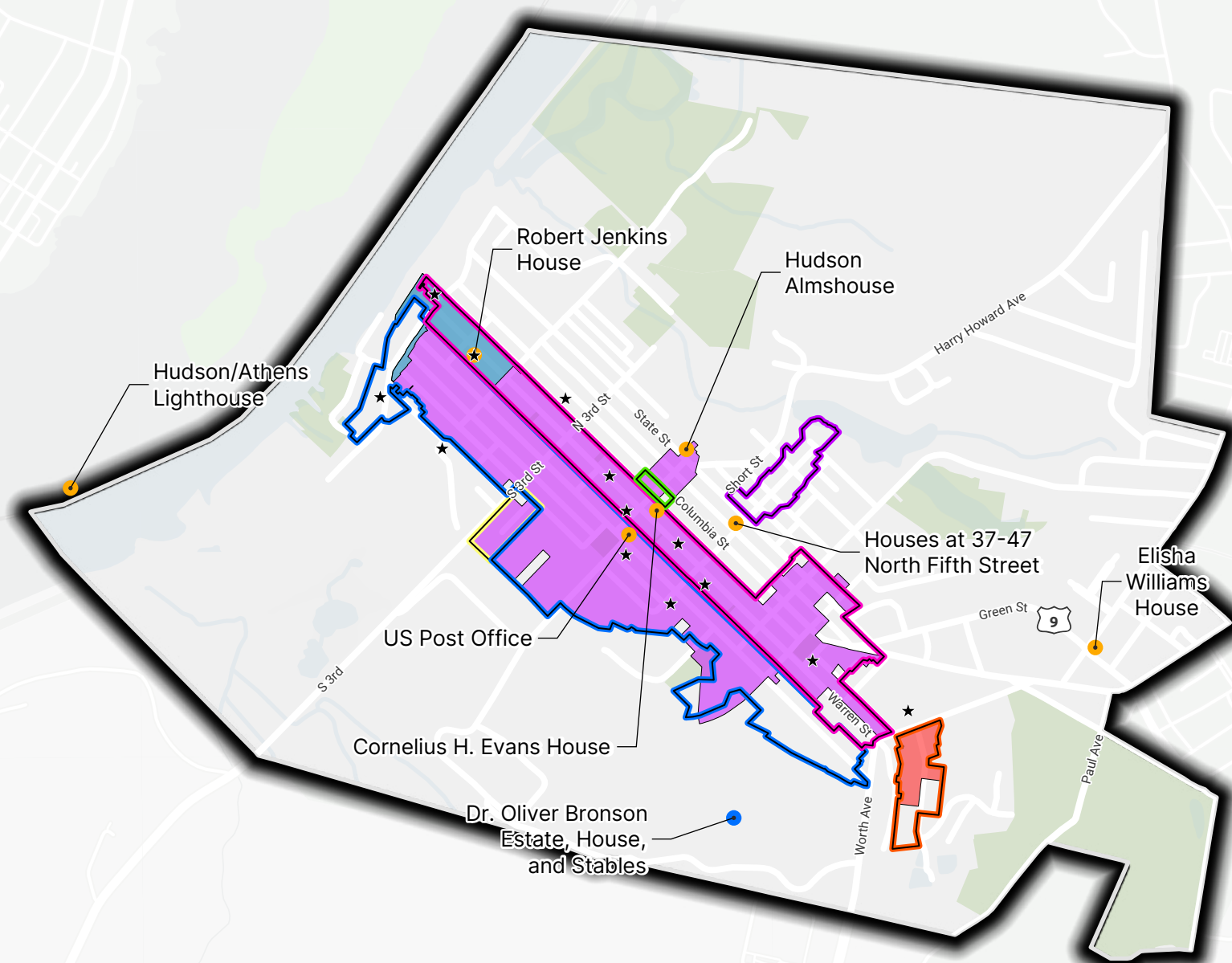
Source: City of Hudson

¹⁸ City of Hudson
¹⁹ National Register of Historic Places

Historic and Cultural Resources

Hudson, NY

FIGURE 23



Local Historic Districts

- Armory
- North Fourth Extension
- Rossman Avenue/Prospect Avenue
- Union/Allen/Front Streets
- Warren Street
- Willard Place

★ Locally Designated Historic Resource (see Table 4)

National Register Historic Districts and Resources

- Front Street–Parade Hill–Lower Warren Street Historic District
- Hudson Historic District
- Rossman/Prospect Avenue Historic District
- National Register of Historic Places
- National Historic Landmark

Transportation Infrastructure

According to the 2017 Highway Mileage Report for NYS, Hudson has 25.8 miles of centerline highway mileage. The centrality of these highways in the City has led to congestion, traffic, and pedestrian safety concerns.²⁰ In 2021, the City commissioned a traffic study to address large vehicle and truck traffic traveling through densely developed residential neighborhoods. The study identified two alternate routes for further analysis.

Hudson is served by several County-run public bus transportation options, including the Hudson-Albany commuter route and the Hudson-Greenport Shuttle Route, as well as Greene County Transit to Catskill (see Figure 24).²¹ Hudson's Train Station is served by Amtrak and has the third-highest New York Amtrak ridership.²²

Hudson boasts a highly walkable environment due to its compact size and dense development, facilitating easy access to daily necessities without the need for a car. The City is also taking steps to increase sidewalk accessibility. In December 2022, in order to resolve the large portion of Americans with Disabilities Act (ADA) noncompliant sidewalks and curb cuts within the City, Hudson established a Sidewalk Improvement District Program. This program requires property owners to pay an annual fee to the City for sidewalk repairs and maintenance to meet ADA compliance.

Other active modes of transportation, however, such as biking, are less accessible due to the City's limited bicycle infrastructure.²³

Sewer & Water Infrastructure

Due to Hudson's older sewer infrastructure, 61 percent of sewer lines are combined sewer and stormwater (see Figure 25).²⁴ The City has been working on separating combined sewer and stormwater infrastructure using funding from multiple State grants. The separation of the sewer



As a step to making Hudson more walkable and bikable, the Dugway Trail–Harry Howard Mixed-Use Path, a section of the Empire State Trail that connects the Dugway Trail from Mill Street to Greenport, was completed in 2021.

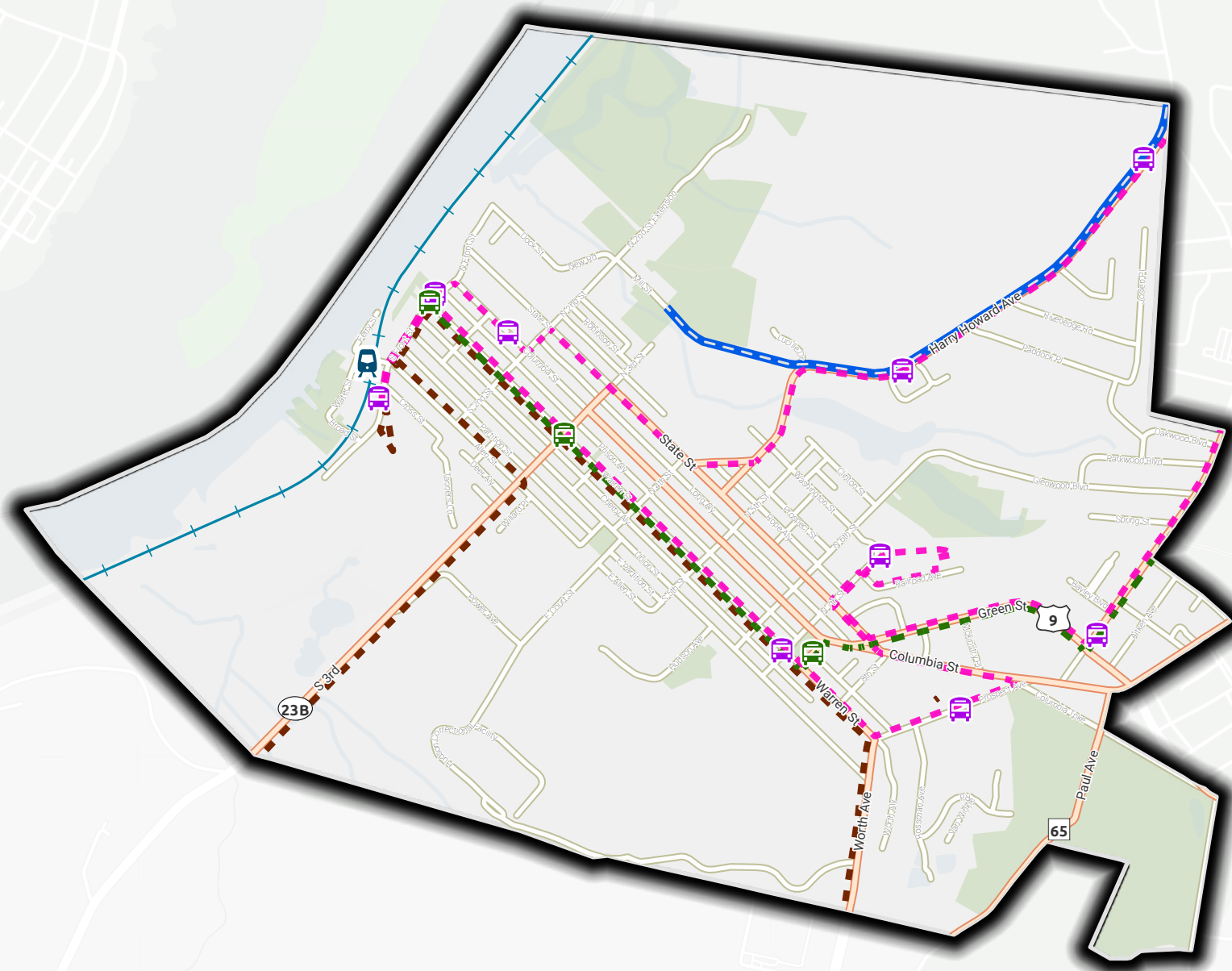
In 2019, the City eliminated parking requirements to facilitate development. In 2022, the City conducted a Citywide parking study, finding that 85 percent of Hudson's public parking is located on street with only two large off-street parking lots—municipal lots at City Hall and South Front Street (Amtrak). The study concluded Hudson's parking supply was not at capacity; however, new development, particularly in the Depot Area, would increase demand. Key recommendations from the study included creating a parking authority and a dedicated staff position for parking management; adding parking supply by better utilizing alleys and backyard parking, street parking, perimeter lots, and private lots; and implementing mobility options such as a downtown shuttle, enhanced bicycle and pedestrian infrastructure, and taxi or for-hire vehicles to manage parking demand.

²⁰ Mileage is measured along the centerline of the highway (in one direction) regardless of the number of lanes or whether the highway is divided or undivided. (City of Hudson Truck Route Traffic Study, 2021)
²¹ Columbia County Transportation Plan, 2023
²² Amtrak Fact Sheet, Fiscal Year 2019
²³ WalkScore.com
²⁴ Columbia County
²⁵ Annual Drinking Water Quality Report for 2020, City of Hudson

Transportation

Hudson, NY

FIGURE 24

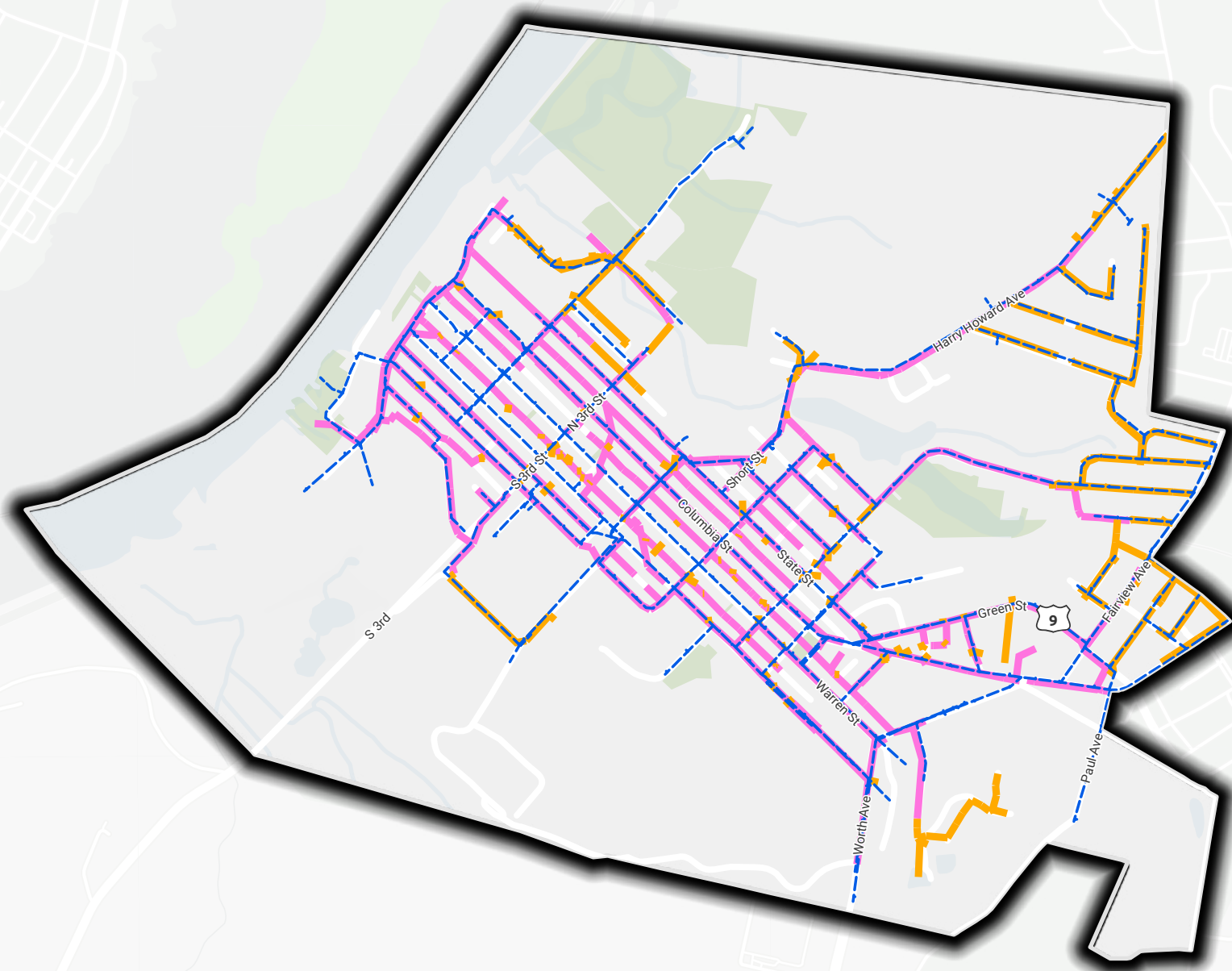


- Hudson Train Station
- Hudson-Albany Commuter Stop
- Hudson-Greenport Shuttle Stop
- Hudson-Greenport Shuttle Route
- Hudson-Albany Commuter Route
- Greene County Transit (Route 711)
- Railroad
- Dugway Trail-Harry Howard Mixed-Use Path

Infrastructure

Hudson, NY

FIGURE 25



- Sanitary Sewer Line
- Combined Sewer Line
- Hudson Water Lines

Natural Resources, Parks, and Open Space

Hudson features several passive and active recreational amenities and parks, such as the Henry Hudson Waterfront Park, Oakdale Park, Promenade Hill Park, Charles Williams Park, and a few pocket parks (see Table 5 and Figure 26). Hudson also hosts six miles of an on-road segment of the Empire State Trail, which is a 750-mile trail that connects NYC to the Canadian border.²⁶



In May of 2019, Hudson conducted a natural resource and open space inventory. The inventory found that the North and South Bays are a natural resource of Statewide significance, hosting globally rare freshwater tidal wetlands and State-listed bird and plant species. As seen in Figure 27, Hudson's North Bay is a freshwater emergent wetland, while the South Bay is a mix of freshwater emergent and forested/shrub wetlands. Emergent wetlands are usually in low-lying areas and have vegetation that emerges out of standing water. Forested/shrub wetlands are usually found on the periphery of emergent wetlands and are dominated by low woody plants or trees. Both wetland areas are Class One (1) State-regulated freshwater wetlands, which are protected by State and Federal regulatory agencies to the strictest standards due to the environmental benefits they provide, such as flood protection, water quality improvement, and recreational opportunities.²⁷

²⁶ 2019 Natural Resource and Open Space Inventory; City of Hudson
²⁷ Codes, Rules, and Regulations of the State of New York, Wetlands Classification. Chapter 6, Part 664.5

Photo ©: City of Hudson; Hudson Department of Youth

TABLE 5

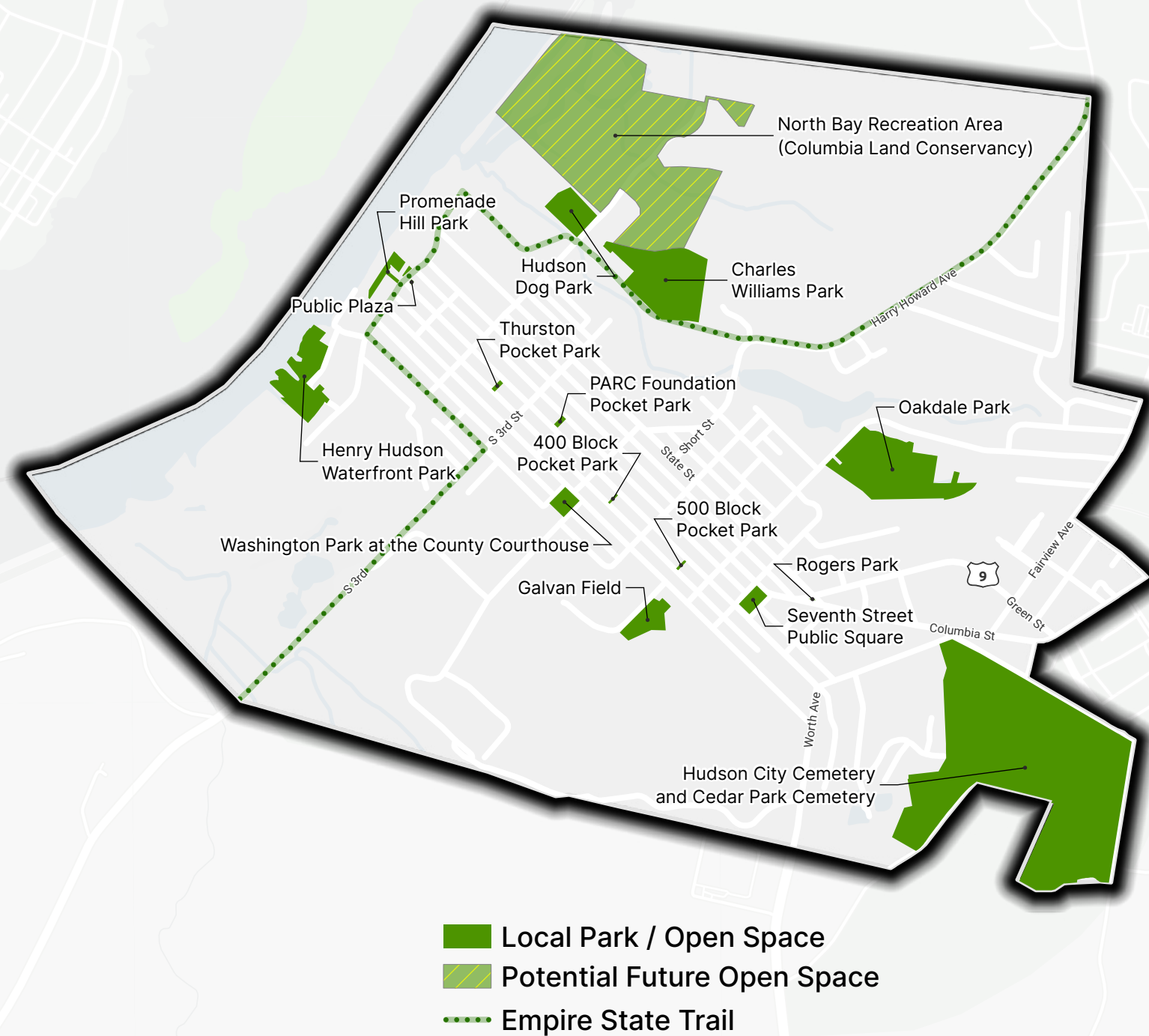
| PARKS, OPEN SPACE, AND RECREATIONAL FACILITIES | |
|--|--|
| Facility | Description |
| Promenade Hill Park | Views of Hudson River and Catskills, playground (includes 1 North Front Street) |
| Henry Hudson Waterfront Park | Boat launch and limited dock space, pavilion, picnic areas, event space, and restrooms; home to Waterfront Wednesdays |
| Public Plaza | Seating, planting |
| Hudson Dog Park | Dog park with pergola, fencing, seating |
| Charles Williams Park | Pavilion, playground, sports fields; receiving significant renovations |
| Thurston Pocket Park | Playground, seating |
| Parc Foundation Pocket Park | Seating, planting |
| Washington Park at the County Courthouse | Seating, pavilion, memorials, Courthouse lawn |
| Oakdale Park | Lake with swimming beach, trails, playground, pavilion, picnic areas, basketball court, skate park; home to Hudson Youth Department summer program; currently under consideration for renovation |
| 400 Block Pocket Park | Seating |
| 500 Block Pocket Park | Seating |
| Galvan Field | Little league field |
| Rogers Park | Olympic torch, currently a traffic island |
| Seventh Street Public Square | Seating, strolling; in 2019 inventory survey, it was most mentioned park; receiving significant renovations |
| Hudson City Cemetery and Cedar Park Cemetery | City-owned cemeteries with walking paths |
| Empire State Trail | Six-mile on-road segment of the 750-mile trail from NYC to Buffalo, NY |

Sources: 2019 Natural Resource and Open Space Inventory; City of Hudson

Parks and Open Space

Hudson, NY

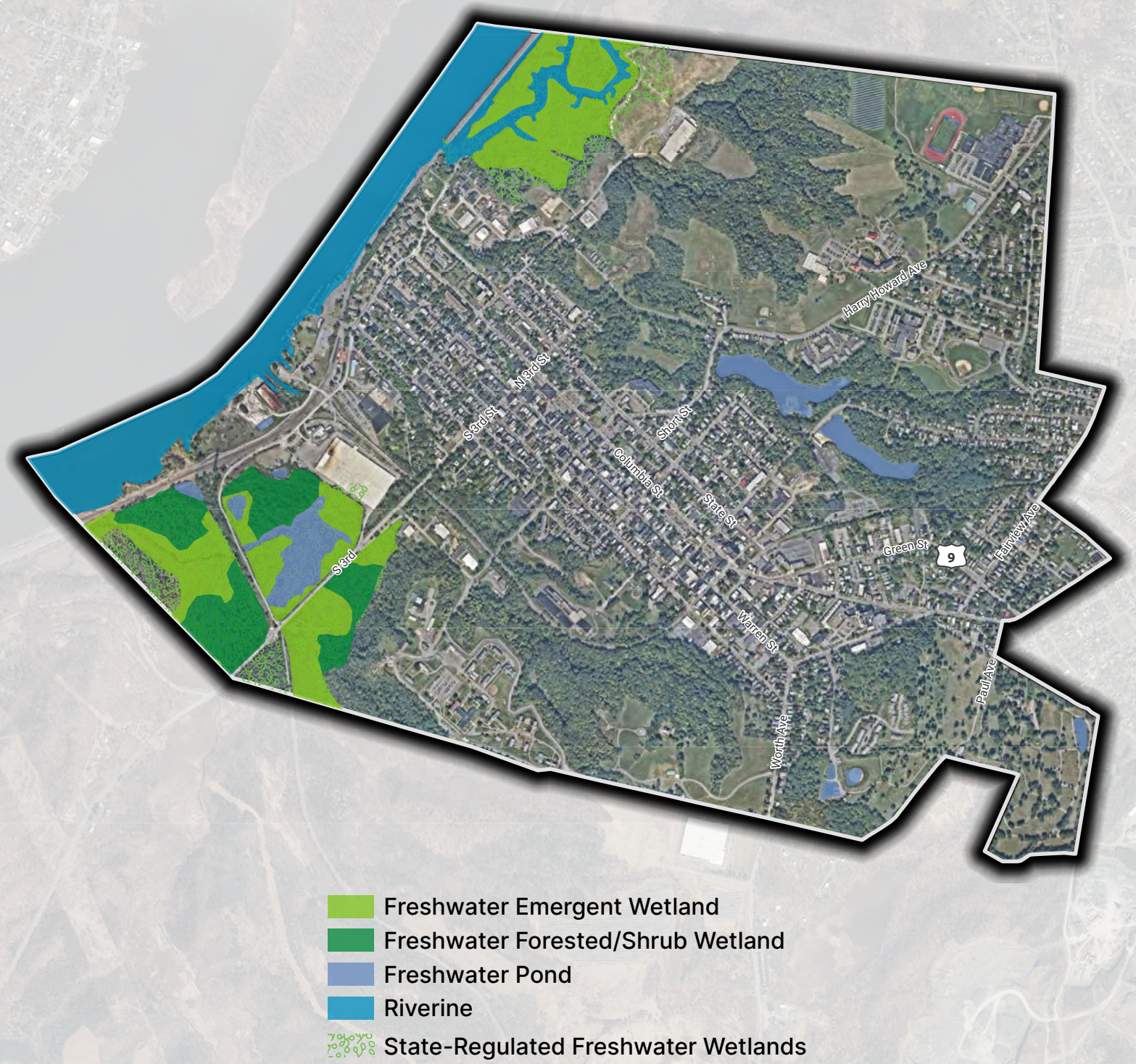
FIGURE 26



Natural Resources

Hudson, NY

FIGURE 27



Climate Resiliency & Sustainability

The City of Hudson has achieved Bronze Certification as a Climate Smart Community (CSC). The CSC program is a NYS interagency initiative providing technical and financial assistance to communities that implement measures to reduce greenhouse gas emissions and adapt to climate change.

According to the *Climate Summary for Communities* report conducted by the Hudson River Estuary Program in 2016, Hudson faces climate risks including heatwaves, short-term drought, and flooding. The City has taken steps to become more resilient to these risks, including adopting the *Local Waterfront Revitalization Plan* (LWRP) in 2011. This program is administered through the NYS Department of State and provides coastal areas with support for planning and implementing climate adaptation and flood reduction strategies. In 2018, Columbia County adopted a Multi-Jurisdictional Hazard Mitigation Plan that identifies at-risk critical community assets in Hudson and outlines a process for developing and prioritizing mitigation strategies. In June 2021, Hudson became a bronze certified NYS Climate Smart Community, having taken actions to reduce greenhouse gas emissions and adapt to a changing climate.

Hudson has an increased risk of flooding due to its location along the Hudson River. With grant support from the Department of Environmental Conservation's Hudson River Estuary Program and the New England Interstate Water Pollution Control Commission (NEIWPCC), the City

worked with Hudson Valley Collaborative to develop a preliminary climate-adaptive design (CAD) plan for the public portion of Hudson's waterfront. This CAD plan sets long-term improvement strategies for Henry Hudson Waterfront Park to ensure the park is available and useful as a recreational space, as river levels are projected to rise significantly over the next 80 years. Hudson has also established specific standards and processes for developing near flood zones and has prioritized the preservation of wetlands and floodplains in their City Code.²⁸

The majority of Hudson's Census block groups are Potential Environmental Justice Areas (PEJAs) under NYS criteria (see **Figure 28**). PEJAs are block groups where at least 52.42 percent of the population reported themselves to be members of minority groups; or at least 22.82 percent of the population had household incomes below the federal poverty level. PEJA communities are particularly vulnerable to the impacts of climate change, as they are often overburdened by environmental hazards and are disadvantaged in addressing these hazards due to lack of resources and social inequities.²⁹

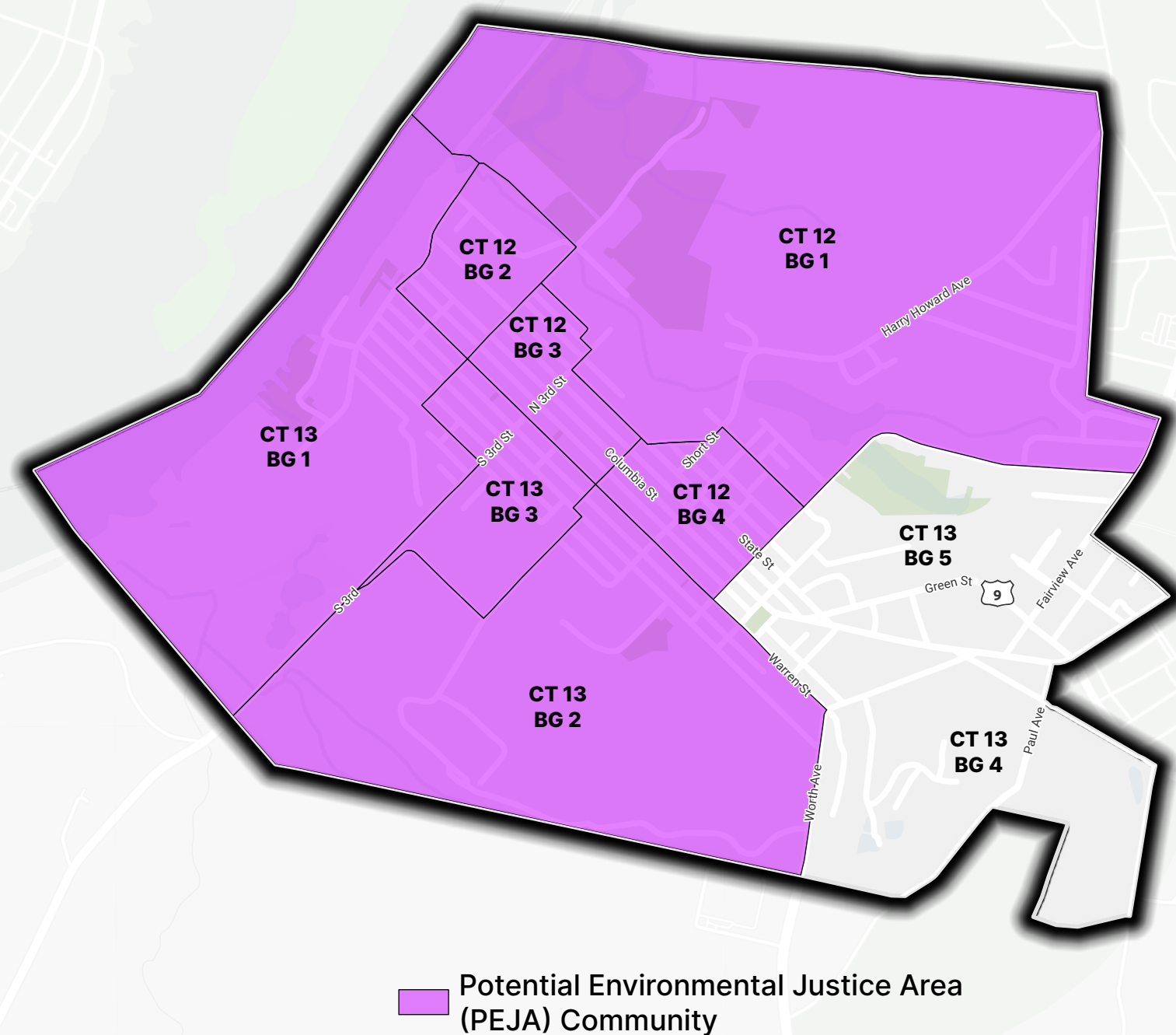
²⁸ Hudson City Code; Hudson Climate Adaptive-Design Phase II Report, 2022

²⁹ NYS Department of Environmental Conservation, <https://dec.ny.gov/get-involved/environmental-justice/gis-tools>

Environmental Justice

Hudson, NY

FIGURE 28



Sources

Data used in this report's figures and maps came from a variety of sources, as seen in the table below.

| Figure | Source |
|-----------|--|
| Figure 1 | US Decennial Census 1970-2020; Annual Population Estimates (2010-2022) |
| Figure 2 | US Decennial Census, 2010 & 2020 |
| Figure 3 | US Decennial Census, 2020 |
| Figure 4 | US Decennial Census, 2020 |
| Figure 5 | ACS 5-Year Estimates, 2022 |
| Figure 6 | ACS 5-Year Estimates, 2022 |
| Figure 7 | ACS 5-Year Estimates, 2022 |
| Figure 8 | NYSED Enrollment Data, 2013–2023 |
| Figure 9 | ACS 5-Year Estimates, 2022 |
| Figure 10 | ACS 5-Year Estimates, 2010 & 2022 <i>(Income amounts were inflated to 2023 amounts)</i> |
| Figure 11 | ACS 5-Year Estimates, 2010 & 2022 <i>(Income amounts were inflated to 2023 amounts)</i> |
| Figure 12 | ACS 5-Year Estimates, 2022 |
| Figure 13 | ACS 5-Year Estimates, 2022 |
| Figure 14 | ACS 5-Year Estimates, 2022 |
| Figure 15 | ACS 5-Year Estimates, 2022 |
| Figure 16 | LAUS Hudson Micropolitan Area |
| Figure 17 | On the Map, 2021 |
| Figure 18 | ACS 5-Year Estimates, 2012 & 2022 |
| Figure 19 | US Cluster Mapping, 2021 |
| Figure 20 | City of Hudson |
| Figure 21 | City of Hudson; Columbia County; NYS |
| Figure 22 | City of Hudson; Columbia County |
| Figure 23 | City of Hudson; Columbia County; National Register of Historic Places |
| Figure 24 | Columbia County; Greene County; NYS |
| Figure 25 | Columbia County |
| Figure 26 | City of Hudson; 2019 Natural Resource and Open Space Inventory; NYS |
| Figure 27 | US Fish & Wildlife Service, National Wetlands Inventory; NYS Department of Environmental Conservation |
| Figure 28 | NYS Department of Environmental Conservation |



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Hudson, NY 12534

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www.hudsonny.gov

| Report | Year | Recommendations (Page location in source document) |
|---|------|--|
| Affordable Housing Development Plan | 2021 | <ul style="list-style-type: none">- Support current affordable housing developments (14)- Support a homeowner and rental housing rehabilitation program (84)- Update the comprehensive plan (85)- Adopt a form based zoning code (86-87)- Implement an affordable housing overlay (88)- Complete a generic environmental impact statement (89)- Create pilots and tax incentives to incentivize affordable housing development (90)- Create clear development guidelines (91-92)- Create a community land trust (93-95)- Monitor, preserve, and protect existing affordable housing units (96)- Provide and support a housing program (97)- Enforce existing vacant building fees (98)- Incentivize the inclusion of community benefits in new housing development (99-100)- Support the advancement of opportunity zone investment (101-104)- Preserve community green spaces including gardens and small parks (105) |
| Affordable Housing Policies- Governance Structures for Community Land Trusts | 2022 | <ul style="list-style-type: none">- Initiate development of a community land trust (4-6) |
| Affordable Housing Policies- Inclusionary zoning - Affordable Housing Overlay Zones | 2022 | <ul style="list-style-type: none">- Implement an affordable housing overlay (4) |
| Affordable Housing Policies- Potential Revenue for the Hudson Housing Trust Fund | 2022 | <ul style="list-style-type: none">- Secure additional funding for the Hudson Housing Trust Fund (2-7) |
| Affordable Housing Policies- Revising the City’s Existing Vacancy Law | 2022 | <ul style="list-style-type: none">- Modify the fee structure for the Vacant Buildings and Short-Term Rental Housing Laws to encourage compliance (21)- Increase clarity and enforcement of existing vacant unit laws (21)- Allocate short term rental fees to the establish a Housing Activation Fund to provide additional affordable housing opportunities (21)- Increase enforcement and revenue collection of existing laws (21)- Increase reporting and housing data management (21) |
| Bridge District Connectivity Plan | 2021 | <ul style="list-style-type: none">- Make Streets Safe and Accessible for All (26- 53)- Reconnect the waterfront (56-59)- Celebrate the Historic Architecture of Hudson (62-67) |
| Hudson Waterfront Climate-Adaptive Design | 2022 | <ul style="list-style-type: none">- Expand the park to include areas currently used for parking or not accessible for people (44)- Improve access for people of all abilities, including direct access to the water (45)- Enhance nature to improve ecological diversity and plan for nature-based adaptation to sea level rise. (46)- Design For Inclusion keep the spaces flexible to allow for a diversity of programs, people and uses in the park (47) |
| Natural Resource and Open Space Inventory | 2019 | <ul style="list-style-type: none">- Tree Management (40)- Tree Management (40)- Manage Water Resources (36)- Climate Risks (41) |
| Parking Study | 2022 | <ul style="list-style-type: none">- Establish Parking Bureau or Authority to oversee parking enforcement and regulations (80)- Repair sidewalks for improved accessibility (81)- Invest in street improvements to advance mobility (71)- Increase parking supply (82)- Reduce demand for parking for reducing vehicle trips (70) |
| Strategic Housing Action Plan | 2018 | <ul style="list-style-type: none">- Preservation of Housing (13-16)- Create a Comprehensive and Complimentary Housing Policy and Zoning (17-21)- Increase Production of New Housing Options (22-24)- Create Housing and Community Development Programs and Partnerships (organizations) (25-28)- Create Housing and Community Development Programs and Partnerships (Spaces) (28) |
| Tree Inventory & Community Forest Management Plan | 2022 | <ul style="list-style-type: none">- Plant more trees (53-68)- Establish tree board, tree ordinance, and city arborist (78)- Promote community efforts to foster the urban forest (84)- Adopt a Community Forest Storm Mitigation Plan (85-89) |
| Truck Route Traffic Study | 2021 | <ul style="list-style-type: none">- Re-route non-local truck traffic to areas with lower density (Two alternative routes proposed) |

Hudson 2035 Comprehensive Plan

Community Visioning Report



Department of State



Introduction

The City of Hudson, in partnership with Public Works Partners and SLR Consulting, is actively developing an updated Comprehensive Plan to guide its future land use and legislative priorities. The Plan will focus on all aspects of the City’s future, including housing, transportation, parks, economic development, and urban design, among other areas.

This planning process began in January 2024 with development of the community profile based on census and geospatial data. Community engagement began in the Spring, including a Community Preference Survey that was distributed to residents between May and mid-July. In-person engagement with the Hudson community included two community visioning sessions, meetings with the project Steering Committee, and in-person and virtual spaces for engagement. This report provides a summary overview of these engagements and draft community visions for Hudson’s Comprehensive Plan, which will be further refined based on input from Hudson residents and stakeholders.



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Background



Comprehensive Planning

What is a Comprehensive Plan?

A comprehensive plan is a formal document that lays out a community's vision and goals for its future. A city is legally required by the State of New York to have a Comprehensive Plan to adopt a zoning code.

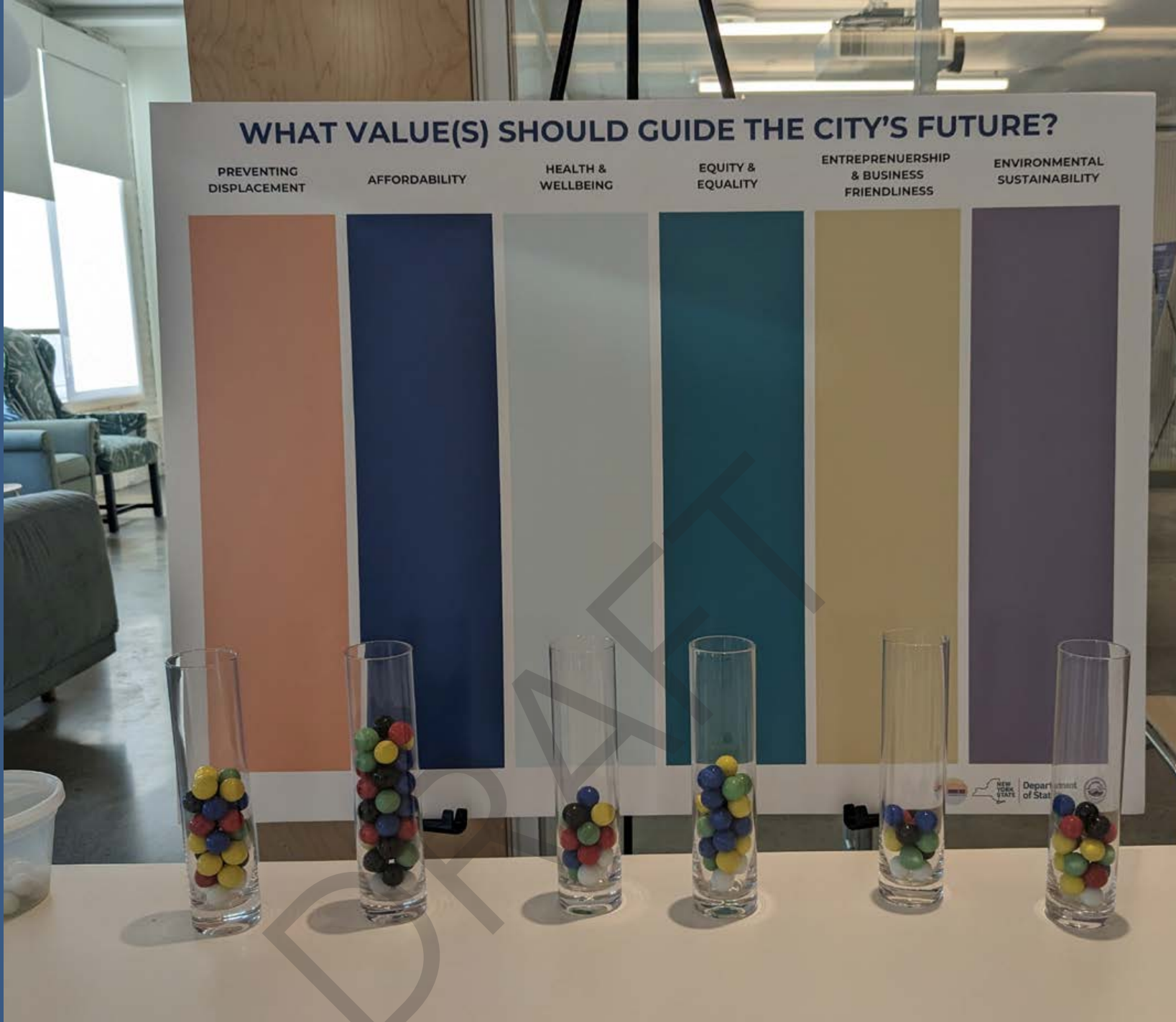
Comprehensive plans result from an analysis of existing conditions and a period of community engagement. The topics and themes addressed in the plan are largely decided based on resident input and may include topics ranging from land use and zoning, sustainability and resiliency, utilities and infrastructure, transportation, parks and open space, housing, economic development, and urban design.

Why Create a New Comprehensive Plan Now?

The City's existing Comprehensive Plan is over 20 years old and no longer fully reflects the challenges and opportunities that Hudson faces today. From the rise of short-term rentals to the expanded possibility of remote work, the context that guides Hudson's land use priorities has changed significantly. An updated Comprehensive Plan, led by a community driven process, will ensure that future decisions are aligned with Hudson's current needs and priorities.



Community Profile



Community Profile

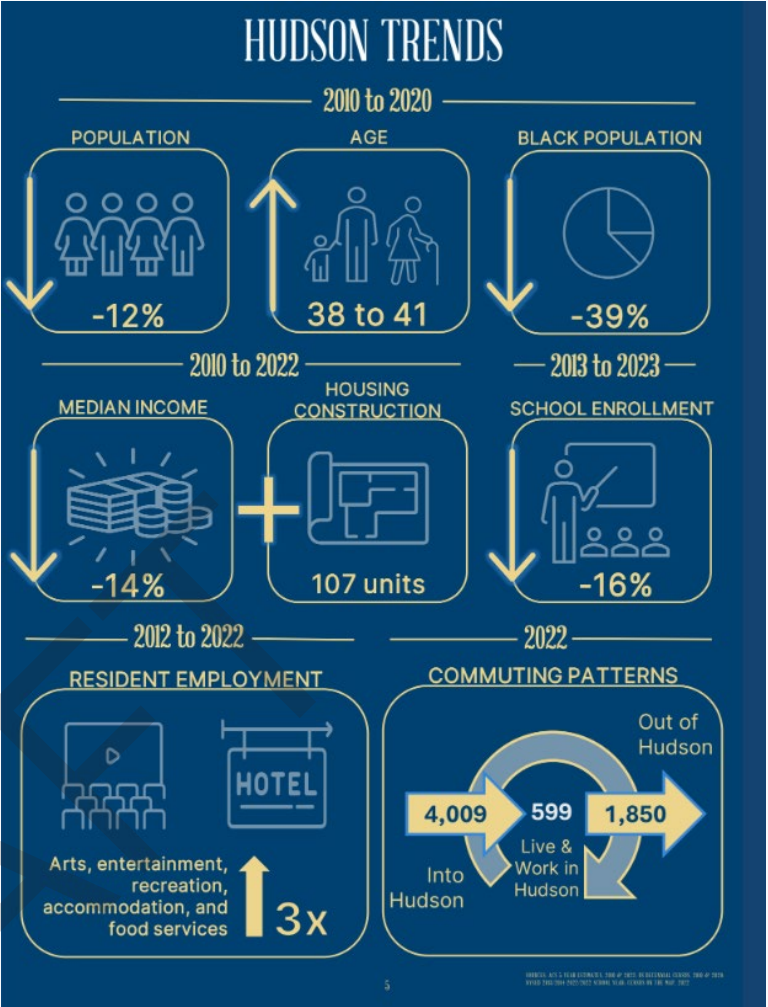
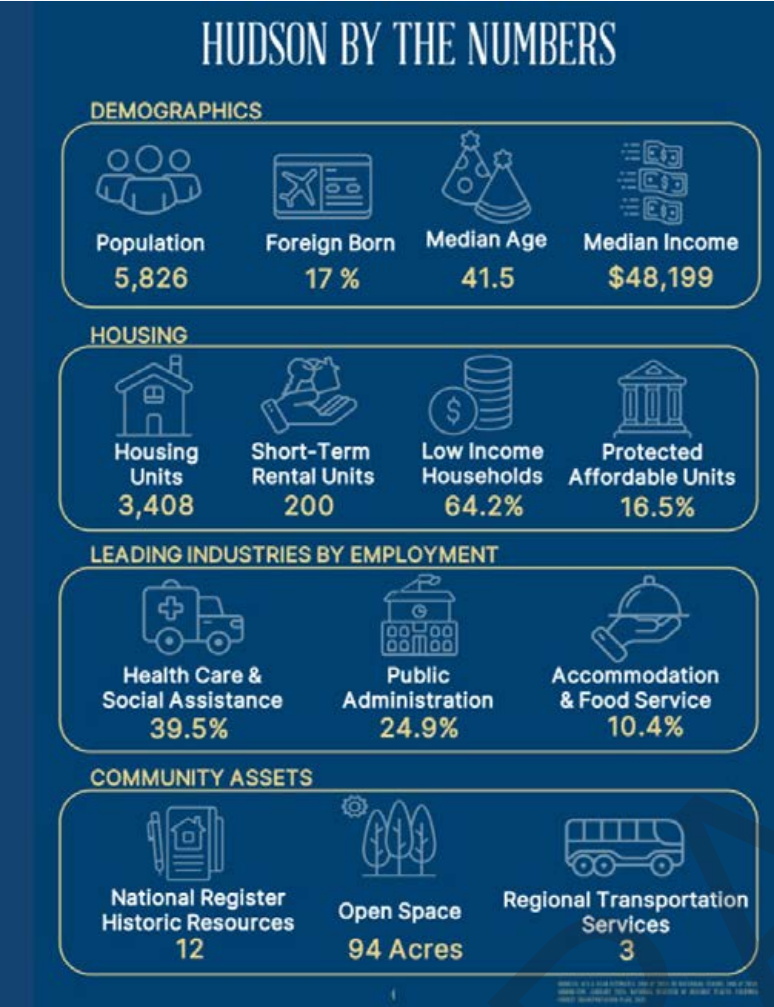
About the Community Profile

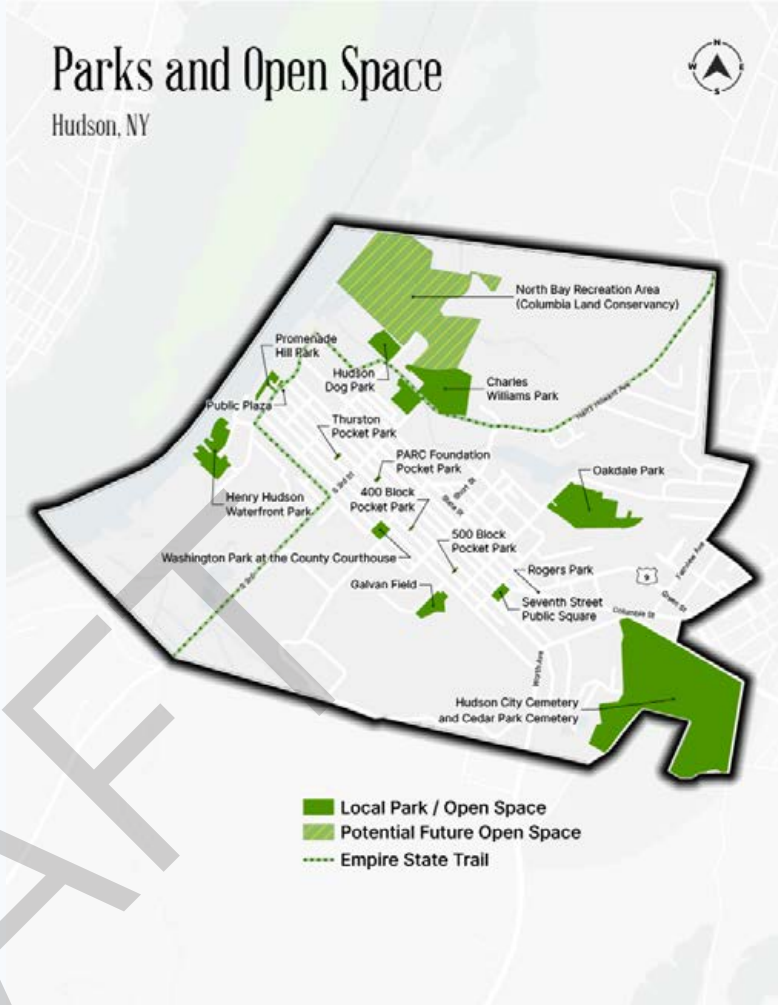
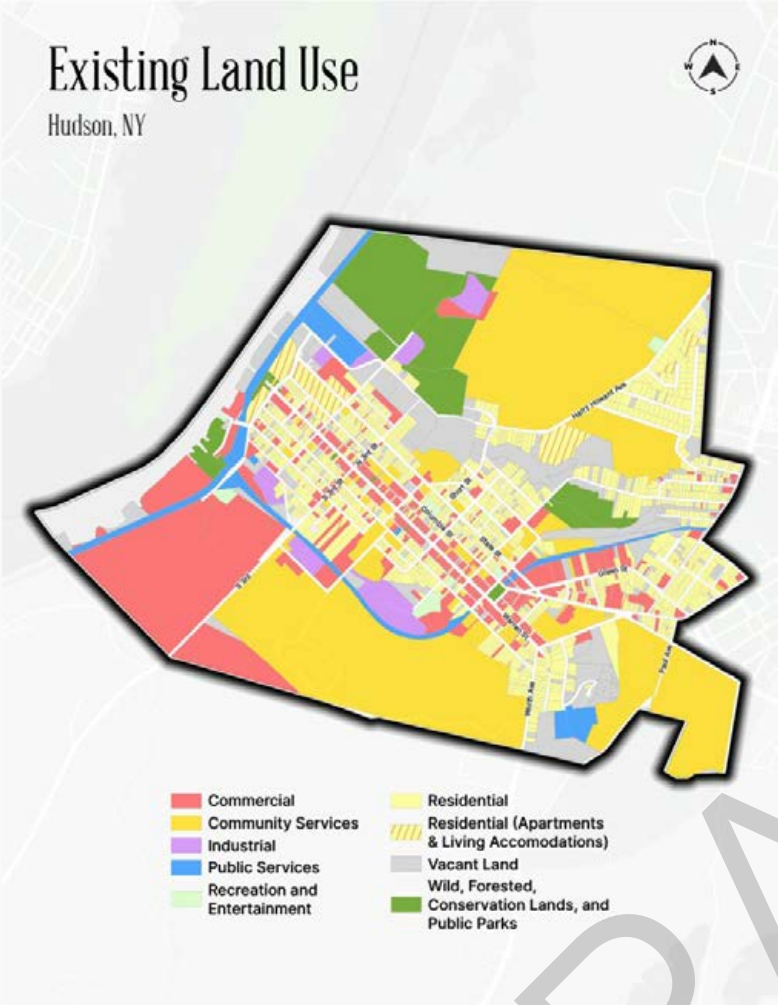
As a first step in developing the updated Comprehensive Plan, the project team conducted an analysis of existing conditions that culminated in the Community Profile. The report provides an overview of Hudson’s population, housing, economy, and physical environment. The findings establish a baseline understanding of the City of Hudson in 2024 for the project team to spark productive conversations about the city’s future. Recorded data, such as US Census data, provide valuable information but are only part of the portrait. The lived experiences and needs of Hudson’s residents, gathered through community engagement, will complete the picture.

Methodology

The report uses the most recent and publicly available data, including but not limited to:

- US Decennial Census, 2010 & 2020
- American Community Survey (ACS), 2010 & 2022 5-Year Estimates
- New York State Education Department (NYSED) Enrollment Data
- New York State Department of Transportation (NYSDOT) Traffic Data Viewer
- Walkscore.com
- Local Area Unemployment Statistics - Hudson Micropolitan Area
- US Census; Longitudinal Employer-Household Dynamics; On the Map, 2021
- Harvard US Cluster Mapping, 2021
- New York State Department of Labor (DOL), 2023
- New York State (NYS) Parcel Land Use and Assessed Values, 2021





Select Findings from the Community Profile

Demographic

- The population is declining and aging.
- It is more racially and ethnically diverse than Columbia County, but its racial composition has changed since 2010.
- 17 percent of Hudson's population is foreign born, and the most common languages spoken at home, other than English, are Indo-European languages, such as Bengali.
- There is a smaller average household size than Columbia County, and more one and two-person households.
- Public School enrollment is declining.
- Educational attainment in Hudson is lower than in the County and the State.
- Income inequality within Hudson has increased since 2010—when adjusted for inflation, median household income declined while average household income remained the same.
- Hudson's median household income (\$48,199) is 43 percent lower than Columbia County's (\$85,106).
- Hudson has more than double the rate of residents living below the poverty line compared to Columbia County.

Housing

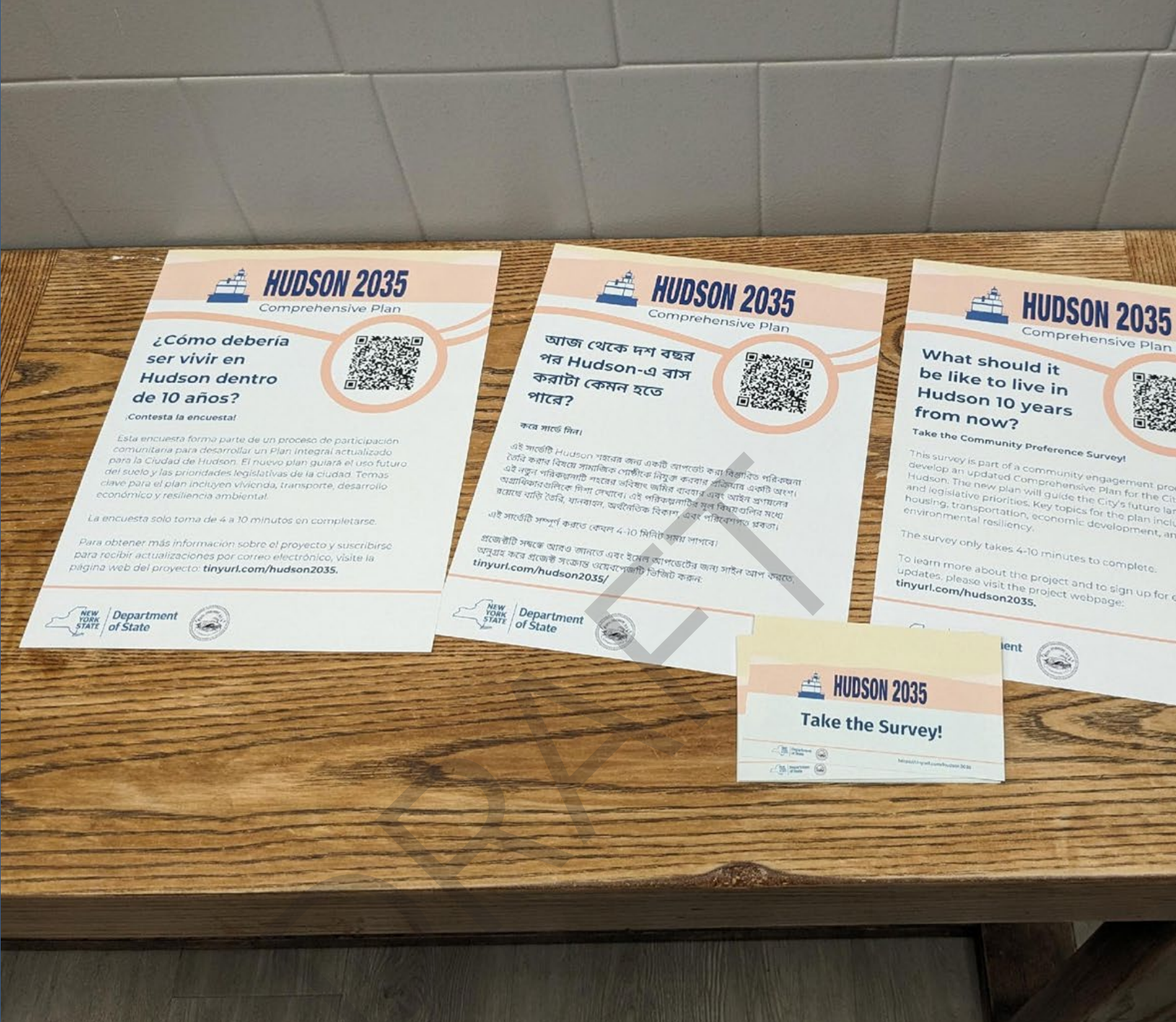
- Hudson has an aging housing stock, and only 229 homes have been built since 1990.
- 25 percent of Hudson's housing stock is vacant.
- Market home prices and rents exceed what is affordable for households at median income.

Economic

- Hudson's unemployment rate has historically remained lower than the State's.
- The top three industries, which make up 75 percent of all employment in the City—Health Care and Social Assistance, Public Administration, Accommodation and Food Services
- Most people who work in Hudson live elsewhere, and most workers who live in Hudson work elsewhere.
- Resident employment in arts, entertainment, recreation, accommodation, and food services has more than tripled since 2012.
- Warren Street attracts visitors to the area and generates economic activity.

Community Engagement

The following section provides a summary of main findings from engagement activities completed to date.



Engagement Approach

Goals and Objectives

- The project team aimed to develop a consensus-based vision for Hudson’s future that draws from a range of resident perspectives. The following objectives were identified at the beginning of the project to help achieve that goal:
- Generate interest and excitement across as wide an array Hudson residents and stakeholders
 - Clearly communicate project goals through concise messaging and communicating how this effort builds upon prior planning efforts.
 - Gather perspectives through a combination of in-person and virtual engagement activities.
 - Provide materials and/or live interpretation in non-English languages, particularly Spanish and Bengali.
 - Monitor results from engagement activities to determine if adjustments must be made to account for hard-to-reach populations.

Select Engagement to Date

- 2/29 Steering Committee Kickoff
- 3/27 Steering Committee Meeting #2
- 5/1 Community Survey Launch
- 6/3 Community Visioning Workshop #1 (The Spark of Hudson)
- 6/19 Juneteenth Festival Tabling
- 6/20 Steering Committee Meeting #3
- 7/10 Waterfront Wednesday Tabling
- 8/6 Steering Committee “Book Club”
- 9/21 Community Visioning Workshop #2 (Hudson Senior High School)
- 10/3 Steering Committee Meeting #4
- 10/20 Focus Group #1
- 11/14 Focus Group #2

Steering Committee

About

The City of Hudson Comprehensive Plan Steering Committee plays a vital role in the comprehensive planning process. The committee served as a sounding board throughout the public and stakeholder engagement process in 2024 and will provide additional feedback on the Draft Plan to be developed in early 2025.

The project Steering Committee is comprised of a diverse array of Hudson residents to help the project team engage hard to reach populations and to ensure an array of perspectives informs the final plan .

Completed Meetings

1. Kickoff and Project Overview (February 29, 2024)
2. Existing Conditions Report feedback, Community Preference Survey and project brand discussion (March 27, 2024)
3. Initial findings and recapping engagements efforts to date, including the first community workshop and initial survey responses (June 20, 2024)
4. Informal “book club” meeting to discuss Hudson’s 2002 comprehensive plan (August 6th, 2024)
5. Discussion of findings from engagements to date and strategies to engage hard-to-reach populations (October 3rd, 2024)

Upcoming Meetings

6. Shaping guiding principles into policy and priorities (January 2024)
7. Feedback on plan recommendations (February 2025)

Community Visioning Workshop I

Workshop Summary

The first of three community visioning sessions for Hudson’s new comprehensive plan took place on June 3rd, 2024, in the recently opened Spark of Hudson building. The event was an opportunity for Hudson residents to:

- Learn about the comprehensive planning process and opportunities to stay engaged in the process
- Share what values the new plan should reflect and provide input on how the planning process can be successful
- View and discuss findings from the existing conditions analysis and from preliminary survey responses

Approximately 54 people attended the event over the course of two hours to learn about the project and share their perspective on Hudson. The event was held in the early evening and included food and refreshments and activities for kids.

Main Takeaways

- Advancing equity underpins the values that attendees believe should guide Hudson’s future (i.e. affordability, environmental sustainability, and preventing displacement)
- The final plan should be actionable and should advance the City’s previous plans and commitments
- New facilities in Hudson should increase opportunities for social connection and enhance sustainability

Community Visioning Workshop II

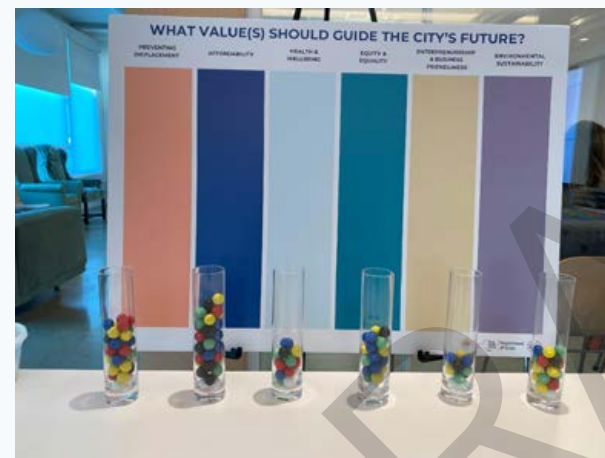
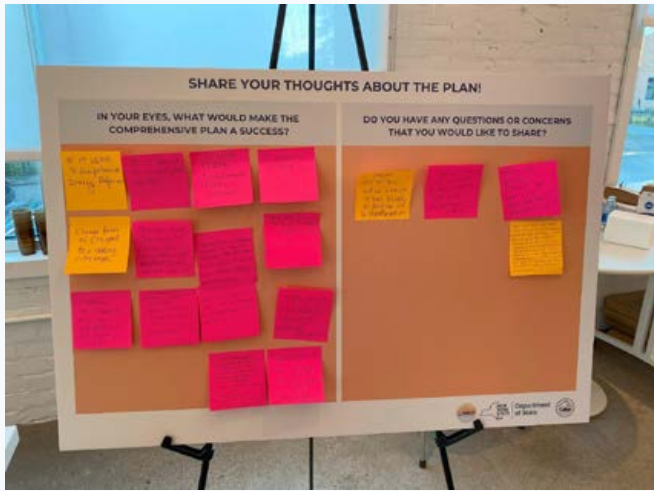
Workshop Summary

The second community visioning workshop was an opportunity to build off the findings from the first workshop and survey and begin identifying specific goals and recommendations for the Comprehensive Plan.

The workshop took place on Saturday, September 21st, at Hudson High School. Following a brief presentation, workshop attendees convened in three groups to discuss specific emerging topics and potential recommendations for the plan. Facilitators utilized a table sheet to guide these small group conversations and solicit input.

Main Takeaways

- The plan should be oriented towards implementation and financial viability
- Hudson should be a safe and exciting place for young people to grow up
- Existing public spaces, such as pocket parks and open spaces, should be better maintained and programmed to promote their use
- Pedestrian safety through improved wayfinding and crosswalks is a priority for the City



Community Preference Survey

About the Survey

The Community Preference Survey offered a simple and convenient opportunity for Hudson residents to inform the plan during their own time, while providing the project team with a large cross-section of information about the local population. It consisted of 20 base questions that every resident respondent received, and 25 optional questions respondents could elect to receive or forego. This survey design was intentional to encourage participation and simultaneously avoid survey fatigue.

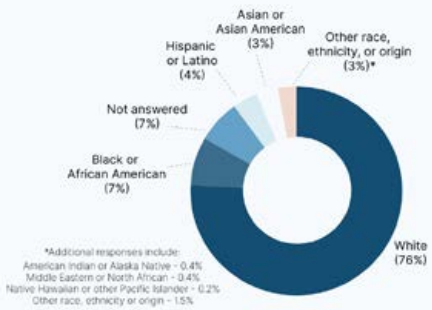
The project team utilized multiple strategies to promote the survey. These included posting physical flyers at local businesses and public spaces in Hudson, asking local community-based organizations to share with their constituencies, tabling and canvassing during local in-person events, and seeking assistance from the Comprehensive Plan’s Steering Committee. The survey received a total of 471 responses, of which 366 were Hudson residents (6.28 percent of the population)

Considerations for Ongoing Engagement

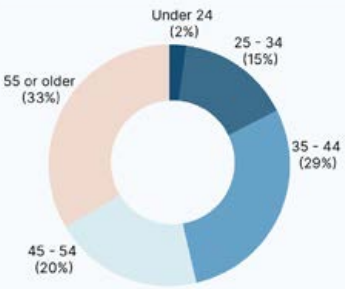
Responses to the community preference survey illustrate the diverse array of backgrounds and perspectives present in the City of Hudson. Although the survey yielded a significant response rate, the total universe of respondents does not proportionately mirror Hudson’s diverse population. For example, the most recent available U.S. Decennial Census data indicates that approximately 55 percent of Hudson’s residents are white, whereas 76 percent of survey respondents self-identified as white. Census data indicates the median household income for the City is \$55,000 per year, whereas the median household income of survey respondents is \$135,000 per year.

Despite the above, the significant number of responses and robust representation from a range of demographic groups still allows for meaningful comparisons and analysis. The survey is also only one of several engagement activities for the comprehensive planning process. Future engagements, including focus groups with underrepresented groups in Hudson, will further inform and contextualize these findings.

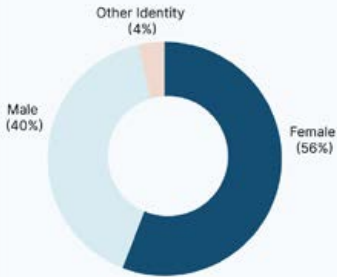
Demographics



Racial and/or Ethnic Heritage



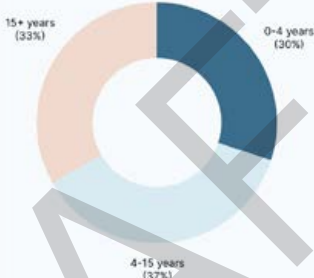
Age



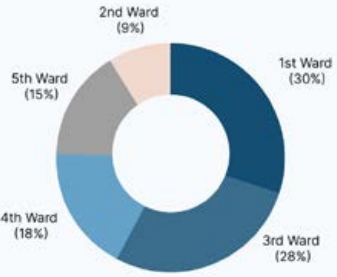
Gender Identity



Annual Household Income



Years Living in Hudson



Location of Residence in Hudson

Main Survey Findings

Values and Priorities

Most survey respondents, regardless of demographic background, indicated that housing, overall affordability, cost of living, and displacement were priority issues to address in the new Comprehensive Plan.

Residents who have lived in Hudson for more than 10 years, reside in households earning a lower income, and identify as racial-ethnic minorities are less likely to see themselves living in Hudson in 10 years and expressed a lower level of satisfaction living in Hudson.

Housing

Housing affordability emerged as a top priority for Hudson residents of all backgrounds. Nearly 90 percent of respondents believe more housing should be built in Hudson. When asked what types of housing should be prioritized, respondents expressed a preference for low-rise, multi-family developments.

Notably, 85 percent of survey respondents believe that the City of Hudson should play an active role in the housing market. While 45 percent of respondents are in support of building on undeveloped land, substantially more respondents (90 percent) support building on abandoned or unused properties that have already been developed.

Zoning and Land Use

When asked which types of land uses residents would like to see prioritized and which they would like to see limited, respondents identified public spaces, housing, and cultural and social facilities as top priorities. Conversely, respondents shared that they believe the City of Hudson should limit creating additional hotels, parking and manufacturing uses.

These responses reflect concerns about the ways in which hotels and short-term rentals negatively impact housing affordability. They also demonstrate respondents’ interest in promoting spaces to gather, socialize, and connect.

Natural Resources

Survey respondents selected environmental sustainability as a top value that should guide the City’s development. Improving stormwater management and investing in the conservation of open space received the most support from respondents as climate resilience priorities.

Public spaces and places for socializing and leisure were also a top priority for respondents. When asked how effectively the city’s parks fulfill key needs, respondents overwhelmingly identified gaps such as swimming pools, public restrooms, trails, preserved open spaces, sports facilities, and playgrounds.

Economic Development

A range of ideas to support Hudson’s economic development emerged from the survey. Respondents expressed a preference for street improvements on Warren Street, open streets days, and historic preservation and revitalization initiatives.

When asked which types of businesses residents would like to see more of in Hudson, most respondents indicated a desire for more grocery stores and family entertainment.

Transportation

When asked which transportation issues were most important for Hudson to address, respondents overwhelmingly identified active and public transit as priorities for investment. These include pedestrian, bus, and bicycle improvements.

Although most respondents do not regularly bike in Hudson, many noted that it is due to challenges they believe can be addressed through investments in infrastructure, such as street safety and bicycle parking.

Focus Groups

Approach

To deepen understanding of the perspectives of residents of color and underserved populations in Hudson, the project team held two out of three focus groups. The first was with a group of young Bangladeshi residents and the second with a group of Black residents.

The focus groups were organized as semi-structured, guided conversations that focused on priority planning issues impacting each community. Although there are broad question topics based on emerging findings, participants shaped the direction of the conversations.

Reflections

The focus groups reinforced the need for Hudson’s Comprehensive Plan to center the perspectives of its diverse residents. Much of what the project team heard during the focus groups aligns with broader engagement responses. In particular, there is a need to advance affordability and create spaces and places where all of Hudson’s residents feel a sense of pride, inclusion, and belonging.

Additional Engagement

Focus Groups

- #1 Bangladeshi Residents
- #2 Black Residents
- #3 Spanish-speaking Residents

City- and Steering Committee-led Engagement

- Youth Center Mapping Workshop
- Arts and Culture Stakeholders
- Hudson Business Coalition
- High School Student Council
- Columbia-Greene Community College Interviews
- Greater Hudson Promise Neighborhoods Photovoice

Community Visioning Workshop

Workshop III in December 2024

Guiding Principles

The following section contains draft community visions for Hudson's Comprehensive Plan. The five guiding principles are based on the engagement and research conducted to date. They will be further refined based on additional input from Hudson residents and stakeholders.

These principles will guide the transition from visioning to strategy and policy, as Hudson develops a draft Comprehensive Plan that brings together the perspectives of its diverse residents and stakeholders

Guiding Principles

Affordable Hudson: Plan Hudson to be an affordable place for residents to live and thrive

Livable Hudson: Empower Hudson as a place where residents can work, do business, and earn a living wage

Civic Hudson: Make Hudson a city where people feel safe, welcome, and connected - to each other and to their future in the city

Resilient Hudson: Design Hudson to be environmentally resilient with sustainable and sound infrastructure

Connected Hudson: Position Hudson as a recognized leader in walkability and active mobility

Affordable Hudson

Plan Hudson to be an affordable place for residents to live and thrive

Develop strategies to align quality of life more closely with the cost of living for Hudson’s diverse residents

Support affordable, high-quality housing for residents of diverse income levels through policies such as inclusionary zoning, financial assistance programs, and infrastructure improvements to meet extant, and new, housing needs

Livable Hudson

Empower Hudson as a place where residents can work, do business, and earn a living wage

Develop integrated economic development policies that create new high-quality jobs and connect residents to existing employment opportunities

Support local entrepreneurship and job training for new and incumbent workers

Strengthen Hudson’s commercial corridors and main economic and employment drivers

Civic Hudson

Make Hudson a city where people feel safe, welcome, and connected - to each other and to their future in the city

Develop more spaces that help build community and create opportunities for connection

Build on the existing open and cultural spaces to better meet residents' needs

Consider new ways for inclusive, bottom-up participation at the ward and neighborhood levels

Shape the city to better address the needs of young residents

Resilient Hudson

Design Hudson to be environmentally resilient with sustainable and sound infrastructure

Develop sustainability practices and promote infrastructure improvements to meet changing climate needs

Identify potential environmental hazards and vulnerabilities with the goal of prioritizing mitigation and adaptation strategies

Prepare for post-disaster economic recovery through financial assistance, permitting processes, and infrastructure planning

Connected Hudson

Position Hudson as a recognized leader in walkability and active mobility

Build on walkability to improve safety and expand the city's walkable area by prioritizing

Make it easier to get around by supporting active mobility practices and transit options

Q1. Where do you live?

| Answer Choices | Responses | |
|------------------------|-----------|------------|
| The City of Hudson | 78.37% | 366 |
| Other (please specify) | 21.63% | 101 |
| Total | | 467 |
| Skips | | 4 |

Q2. Where do you work?

| Answer Choices | Responses | |
|--|-----------|------------|
| I work from home | 29.59% | 137 |
| I commute to work within the City of Hudson | 29.37% | 136 |
| I commute to work outside the City of Hudson | 12.31% | 57 |
| I work a hybrid job | 16.41% | 76 |
| I do not work | 12.31% | 57 |
| Total | | 463 |
| Skips | | 8 |

Q3. Which of the following applies to you? (Select all that apply)

| Answer Choices | Responses | |
|--|-----------|------------|
| N/A – this does not apply to me | 1.52% | 7 |
| I own a property | 63.99% | 295 |
| I own a business | 17.79% | 82 |
| I rent commercial real estate | 3.69% | 17 |
| I rent an apartment or house | 30.59% | 141 |
| I live with family or friends without rent | 7.16% | 33 |
| Total | | 461 |
| Skips | | 10 |

Q4. Including yourself, how many people currently live in your household?

| Answer Choices | Responses | |
|--------------------|-----------|------------|
| 1 person | 20.35% | 94 |
| 2 people | 48.48% | 224 |
| 3 people | 17.32% | 80 |
| 4 people | 10.39% | 48 |
| More than 4 people | 3.46% | 16 |
| Prefer not to say | 0.00% | 0 |
| Total | | 462 |
| Skips | | 9 |

Q5. What is your age?

| Answer Choices | Responses | |
|-------------------|-----------|------------|
| Under 18 | 0.43% | 2 |
| 19 – 24 | 1.95% | 9 |
| 25 – 34 | 15.15% | 70 |
| 35 – 44 | 28.57% | 132 |
| 45 – 54 | 19.91% | 92 |
| 55 – 64 | 16.88% | 78 |
| 65 – 85 | 16.02% | 74 |
| 86 or older | 0.22% | 1 |
| Prefer not to say | 0.87% | 4 |
| Total | | 462 |
| Skips | | 9 |

Q6. How do you identify in terms of gender? (select all that apply)

| Answer Choices | Responses | |
|--|-----------|------------|
| Prefer not to say | 2.81% | 13 |
| Female | 55.08% | 255 |
| Gender non-conforming/Gender queer/Gender fluid/Non-binary | 2.59% | 12 |
| Male | 39.96% | 185 |
| Trans female/Trans woman | 0.22% | 1 |
| Trans male/Trans man | 0.00% | 0 |
| Different identity (please state) | 0.65% | 3 |
| Total | | 463 |
| Skips | | 8 |

Q7. Which of the following best represents your racial or ethnic heritage? Choose all that apply.

| Answer Choices | Responses | |
|---|-----------|------------|
| Prefer not to say | 6.03% | 28 |
| American Indian or Alaska Native | 0.43% | 2 |
| Asian or Asian American | 3.45% | 16 |
| Black or African American | 6.68% | 31 |
| Hispanic or Latino | 4.09% | 19 |
| Middle Eastern or North African | 0.43% | 2 |
| Native Hawaiian or other Pacific Islander | 0.22% | 1 |
| White | 77.16% | 358 |
| Some other race, ethnicity or origin | 1.51% | 7 |
| Total | | 464 |
| Skips | | 7 |

Q8. Which of the following best describes your annual household income?

| Answer Choices | Responses | |
|-----------------------------|-----------|-----|
| Not sure/ Prefer not to say | 7.14% | 33 |
| Less than \$30,000 | 5.63% | 26 |
| \$30,001 to \$49,999 | 12.34% | 57 |
| \$50,000 to \$74,999 | 13.20% | 61 |
| \$75,000 to \$99,999 | 12.55% | 58 |
| \$100,000 to \$149,999 | 17.32% | 80 |
| \$150,000 to \$199,999 | 9.52% | 44 |
| \$200,000 to \$249,999 | 6.93% | 32 |
| \$250,000 or more | 15.37% | 71 |
| Total | | 462 |
| Skips | | 9 |

Q9. What was the last level of formal education that you’ve completed?

| Answer Choices | Responses | |
|-----------------------------------|-----------|-----|
| Prefer not to say | 3.04% | 14 |
| Some high school | 0.65% | 3 |
| Graduated high school/ earned GED | 5.64% | 26 |
| Attended college (no degree) | 10.85% | 50 |
| 2-year college degree | 7.38% | 34 |
| 4-year college degree | 35.79% | 165 |
| Some graduate school (no degree) | 3.69% | 17 |
| Graduate school degree | 25.81% | 119 |
| Doctorate/post doctorate degree | 7.16% | 33 |
| Total | | 461 |
| Skips | | 10 |

Q10. How long have you lived in Hudson?

| Answer Choices | Responses | |
|----------------|-----------|-----|
| 0-2 years | 11.95% | 41 |
| 2-4 years | 18.08% | 62 |
| 4-10 years | 23.03% | 79 |
| 11-15 years | 13.70% | 47 |
| 16-20 years | 10.79% | 37 |
| 21+ Years | 22.45% | 77 |
| Total | | 343 |
| Skips | | 128 |

Q11. Where do you live within the City of Hudson?

| Answer Choices | Responses | |
|----------------|-----------|-----|
| 1st Ward | 29.91% | 102 |
| 2nd Ward | 8.80% | 30 |
| 3rd Ward | 27.86% | 95 |
| 4th Ward | 17.89% | 61 |
| 5th Ward | 15.54% | 53 |
| Total | | 341 |
| Skips | | 130 |

Q12. What most influenced your decision to live in Hudson?
(Choose up to three)

| Answer Choices | Responses | |
|---|-----------|-----|
| It’s my hometown | 15.41% | 53 |
| School district | 0.58% | 2 |
| Healthcare | 0.58% | 2 |
| Diversity of residents | 18.90% | 65 |
| Arts and cultural resources | 29.94% | 103 |
| Walkability | 31.98% | 110 |
| Parks and outdoor recreation | 2.62% | 9 |
| Access to nature | 24.71% | 85 |
| Work | 8.14% | 28 |
| Access to the Amtrak station | 29.65% | 102 |
| Housing | 4.65% | 16 |
| Historic preservation | 11.05% | 38 |
| Restaurants and shopping | 20.35% | 70 |
| Family friendliness | 2.03% | 7 |
| Proximity to family and friends | 13.66% | 47 |
| Opportunities for new social connection | 8.14% | 28 |
| Pace of life | 11.05% | 38 |
| Health and wellbeing | 1.74% | 6 |
| Affordability | 12.21% | 42 |
| Other (please specify) | 6.69% | 23 |
| Total | | 344 |
| Skips | | 127 |

Q13. How would you rate your overall satisfaction with living in Hudson? 1 being highly dissatisfied and 5 being highly satisfied

| Answer Choices | Responses | |
|--------------------------|-----------|-----|
| 1 - Highly dissatisfied | 4.08% | 14 |
| 2 - Dissatisfied | 9.33% | 32 |
| 3 - Moderately satisfied | 30.32% | 104 |
| 4 - Satisfied | 40.23% | 138 |
| 5 - Highly satisfied | 16.03% | 55 |
| Total | | 343 |
| Skips | | 128 |

Q14. Do you see yourself living in Hudson in 10 years? If no, why not?

| Answer Choices | Responses | |
|--|-----------|-----|
| Yes, I see my self living in Hudson in 10 years | 62.76% | 214 |
| No, I do not see myself living in Hudson in 10 years | 37.24% | 127 |
| Total | | 341 |
| Skips | | 130 |

Q15. What are the City of Hudson's greatest strengths? (Choose up to three)

| Answer Choices | Responses | |
|---|-----------|-----|
| Access to public transportation | 9.85% | 40 |
| Safety | 8.62% | 35 |
| Diversity of residents | 32.51% | 132 |
| Affordable cost of living | 2.46% | 10 |
| Parks and outdoor recreation opportunities | 13.55% | 55 |
| Cultural and community organizations | 38.92% | 158 |
| Taxes | 0.49% | 2 |
| Schools and childcare | 0.74% | 3 |
| Public services (trash pickup, police/fire, snow plowing, etc.) | 5.17% | 21 |
| Walkability | 49.51% | 201 |
| Bicycle friendliness | 1.48% | 6 |
| Downtown shops, restaurants, retail | 45.32% | 184 |
| Business environment | 6.40% | 26 |
| Housing | 0.49% | 2 |
| Historic preservation | 24.88% | 101 |
| Climate resilience | 2.96% | 12 |
| Good place to raise a family | 6.90% | 28 |
| Spaces for social connection | 8.13% | 33 |
| Resident sense of belonging | 9.85% | 40 |
| Other (please specify) | 5.67% | 23 |
| Total | | 406 |
| Skips | | 65 |

Q16. Which of the issues below are your highest priorities for the City to address? (Choose up to three)

| Answer Choices | Responses | |
|---|-----------|-----|
| Access to public transportation | 10.84% | 44 |
| Safety | 9.85% | 40 |
| Resident sense of belonging | 7.14% | 29 |
| Diversity of residents | 10.10% | 41 |
| Affordable cost of living | 38.42% | 156 |
| Parks and outdoor recreation opportunities | 16.26% | 66 |
| Cultural and community organizations | 7.39% | 30 |
| Taxes | 16.26% | 66 |
| Schools and childcare | 18.23% | 74 |
| Public services (trash pickup, police/fire, snow plowing, etc.) | 9.85% | 40 |
| Walkability | 11.58% | 47 |
| Downtown shops, restaurants, retail | 10.84% | 44 |
| Business environment | 11.58% | 47 |
| Housing affordability | 41.38% | 168 |
| Historic preservation | 12.07% | 49 |
| Climate resilience | 10.10% | 41 |
| Bicycle friendliness | 3.94% | 16 |
| Gentrification and displacement | 33.25% | 135 |
| Other (please specify) | 8.87% | 36 |
| Total | | 406 |
| Skips | | 65 |

Q17. What role should the City play in the housing market? (Select all that apply)

| Answer Choices | Responses | |
|--|-----------|-----|
| The City should not play an active role in the housing market | 15.83% | 63 |
| Facilitate the construction of new rental units | 39.70% | 158 |
| Rehabilitate existing low-income units in disrepair | 63.57% | 253 |
| Fund emergency rental or mortgage assistance for low-income residents | 37.44% | 149 |
| Construct new units for purchase | 22.36% | 89 |
| Encourage affordable housing development through zoning or tax incentives | 59.55% | 237 |
| Expand public housing | 28.14% | 112 |
| Facilitate cooperative/ public ownership of housing units | 38.19% | 152 |
| None of the above- The City should not play an active role in the housing market | 0.00% | 0 |
| Total | | 398 |
| Skips | | 73 |

Q18. What are your biggest concerns when you hear about potential for new development in Hudson? (Select all that apply)

| Answer Choices | Responses | |
|--|-----------|-----|
| Out of context building scale or design | 46.88% | 188 |
| Environmental impacts | 35.16% | 141 |
| Parking and traffic | 39.65% | 159 |
| Increased cost of living | 50.37% | 202 |
| Not intended to serve existing residents | 58.85% | 236 |
| Loss of small town feel | 33.92% | 136 |
| Congestion and crowding | 35.91% | 144 |
| Other (please specify) | 16.21% | 65 |
| Total | | 401 |
| Skips | | 70 |

Q19. What value(s) should guide the city's future? (Choose up to three)

| Answer Choices | Responses | |
|--|-----------|-----|
| Entrepreneurship and business-friendliness | 31.03% | 126 |
| Ease of transit | 8.62% | 35 |
| Social connection | 21.43% | 87 |
| Affordability | 45.57% | 185 |
| Accessibility to nature | 21.18% | 86 |
| Preventing displacement | 33.99% | 138 |
| Equity and equality | 30.54% | 124 |
| Health and wellbeing | 25.37% | 103 |
| Age inclusivity | 8.13% | 33 |
| Environmental sustainability | 32.76% | 133 |
| Inclusivity | 17.24% | 70 |
| Other (please specify) | 6.40% | 26 |
| Total | | 406 |
| Skips | | 65 |

Q20. (Optional) If you would like to share additional thoughts on any of the issue areas below, please select them from the menu below. Each selection will add 3-5 additional questions.

| Answer Choices | Responses | |
|--|-----------|-----|
| SKIP - I do not want to share additional thoughts on these issues | 27.54% | 103 |
| Land Use and Zoning - I'd like to discuss how Hudson makes land use decisions and encourages new building developments | 40.91% | 153 |
| Housing - I'm interested in housing development and affordability | 48.13% | 180 |
| Transportation and Connectivity - I want to talk about transportation options in Hudson | 36.10% | 135 |
| Natural Resources, Sustainability, and Resilience- I have thoughts about how Hudson protects the natural environment and strengthens its climate resiliency | 28.61% | 107 |
| Parks, Recreation, and Open Space - I am interested in ways the City can invest in green spaces, parks, and recreational areas | 44.12% | 165 |
| Economic Development and Commercial Corridors - I'd like to share thoughts about how the City should support local businesses and/or develop the local economy | 36.36% | 136 |
| Total | | 374 |
| Skips | | 97 |

Q21. Which of the following would you like to see more of in Hudson? (Choose up to three)

| Answer Choices | Responses | |
|--|-----------|-----|
| Restaurants, bars, and coffee shops | 12.16% | 18 |
| Cultural facilities (e.g., galleries, theaters, museums) | 33.78% | 50 |
| Hospitality and lodging facilities (e.g. hotels) | 4.05% | 6 |
| Retail or office space | 3.38% | 5 |
| Public spaces (e.g., plazas and small parks) | 58.78% | 87 |
| Additional parking | 14.86% | 22 |
| Housing | 54.73% | 81 |
| Manufacturing | 13.51% | 20 |
| Health care facilities (e.g., hospitals, clinics, etc.) | 21.62% | 32 |
| Places for socializing and leisure | 33.78% | 50 |
| Other (please specify) | 14.86% | 22 |
| Total | | 148 |
| Skips | | 323 |

Q22. What types of new facilities should be limited in the City of Hudson? (choose up to three)

| Answer Choices | Responses | |
|--|-----------|-----|
| Restaurants, bars, and coffee shops | 10.14% | 15 |
| Cultural facilities (e.g., galleries, theaters, museums) | 4.73% | 7 |
| Hospitality and lodging facilities (e.g. hotels) | 35.14% | 52 |
| Retail or office space | 11.49% | 17 |
| Public spaces (e.g., plazas and small parks) | 2.70% | 4 |
| Additional parking | 37.84% | 56 |
| Housing | 5.41% | 8 |
| Manufacturing | 35.81% | 53 |
| Health care facilities (e.g., hospitals, clinics, etc.) | 10.14% | 15 |
| Places for socializing and leisure | 2.70% | 4 |
| Other (please specify) | 27.03% | 40 |
| Total | | 148 |
| Skips | | 323 |

Q23. (Optional) Is there anything else you would like to share with regards to how Hudson makes land use decisions and encourages new building developments?

| | |
|-------|-----|
| Total | 77 |
| Skips | 394 |

Q24. How important are each of the following areas to improve the local housing market?

| | Very Unimportant | | Unimportant | | Neutral | | Important | | Very Important | | Total |
|--|------------------|----|-------------|----|---------|----|-----------|----|----------------|-----|-------|
| Quality of existing housing | 2.96% | 5 | 1.18% | 2 | 11.83% | 20 | 36.69% | 62 | 47.34% | 80 | 169 |
| Homeownership opportunities | 4.12% | 7 | 1.76% | 3 | 11.76% | 20 | 37.06% | 63 | 45.29% | 77 | 170 |
| Housing affordability | 5.29% | 9 | 0.59% | 1 | 3.53% | 6 | 18.24% | 31 | 72.35% | 123 | 170 |
| Senior housing | 4.73% | 8 | 0.59% | 1 | 17.75% | 30 | 38.46% | 65 | 38.46% | 65 | 169 |
| Public housing opportunities | 7.14% | 12 | 2.98% | 5 | 16.67% | 28 | 36.90% | 62 | 36.31% | 61 | 168 |
| Market-rate housing | 8.93% | 15 | 8.93% | 15 | 20.24% | 34 | 36.31% | 61 | 25.60% | 43 | 168 |
| Housing for families (2+ bedrooms) | 4.14% | 7 | 0.59% | 1 | 10.65% | 18 | 31.36% | 53 | 53.25% | 90 | 169 |
| Housing for single people and couples (1 bedroom and studio) | 4.71% | 8 | 0.59% | 1 | 20.00% | 34 | 37.65% | 64 | 37.06% | 63 | 170 |
| Rental housing | 3.57% | 6 | 1.19% | 2 | 8.93% | 15 | 39.29% | 66 | 47.02% | 79 | 168 |
| | Total | | | | | | | | | | 170 |
| | Skips | | | | | | | | | | 301 |

Q25. Should more housing be built in the City of Hudson? If so, what types? (Check all that apply)

| Answer Choices | Responses | |
|---|-----------|-----|
| More housing should not be built in Hudson | 10.71% | 18 |
| Single-family homes | 44.64% | 75 |
| Townhouses | 44.64% | 75 |
| Senior housing | 42.86% | 72 |
| Multifamily, mid rise apartment buildings (5-8 stories) | 26.79% | 45 |
| Multifamily, high rise apartment buildings (above 8 stories) | 12.50% | 21 |
| Two-family or three-family homes (duplexes, triplexes) | 63.69% | 107 |
| Multifamily, low rise apartment buildings (4-5 stories) | 57.14% | 96 |
| Cooperatives or condominiums | 45.83% | 77 |
| Housing with supportive social services (e.g. mental healthcare or re-entry services) | 49.40% | 83 |
| | Total | 168 |
| | Skips | 303 |

Q26. If you believe more housing should be built in Hudson, which statement best characterizes your opinion towards housing development?

| Answer Choices | Responses | |
|---|-----------|-----|
| N/A - Hudson should not pursue the development of additional housing units | 8.38% | 14 |
| I support building on abandoned or unused properties (infill development) | 47.31% | 79 |
| I support building on undeveloped land (greenfield development) | 1.80% | 3 |
| I support both infill and greenfield development to build additional units of housing | 42.51% | 71 |
| | Total | 167 |
| | Skips | 304 |

Q27. (Optional) Is there anything else you would like to share with regards to housing?

| | |
|-------|-----|
| Total | 76 |
| Skips | 395 |

Q28. How frequently do you use each of the following modes of transportation?

| | Never | Occasionally (a few times a year) | Regularly (weekly - monthly) | Most days | Total | | | | |
|---------|--------|-----------------------------------|------------------------------|-----------|--------|----|--------|----|-----|
| Walk | 1.60% | 2 | 4.80% | 6 | 21.60% | 27 | 72.00% | 90 | 125 |
| Bike | 38.02% | 46 | 33.06% | 40 | 22.31% | 27 | 6.61% | 8 | 121 |
| Amtrak | 3.23% | 4 | 44.35% | 55 | 52.42% | 65 | 0.00% | 0 | 124 |
| Bus | 83.47% | 101 | 13.22% | 16 | 2.48% | 3 | 0.83% | 1 | 121 |
| Car | 1.60% | 2 | 0.80% | 1 | 25.60% | 32 | 72.00% | 90 | 125 |
| Carpool | 60.83% | 73 | 27.50% | 33 | 11.67% | 14 | 0.00% | 0 | 120 |
| Taxi | 51.64% | 63 | 43.44% | 53 | 4.92% | 6 | 0.00% | 0 | 122 |
| | Total | | | | | | | | 125 |
| | Skips | | | | | | | | 346 |

Q29. If you do not regularly bike in the City, what prevents you from doing so? (Select all that apply)

| Answer Choices | Responses | |
|---|-----------|-----|
| N/A - I bike in Hudson | 15.32% | 19 |
| Street safety | 52.42% | 65 |
| Lack of bicycle parking | 17.74% | 22 |
| Physical disability | 6.45% | 8 |
| Distance to destinations is too far to bike or walk | 12.10% | 15 |
| I do not own a bicycle | 27.42% | 34 |
| Other (please specify) | 16.94% | 21 |
| | Total | 124 |
| | Skips | 347 |

Q30. How important do you think each of the following transportation improvements are for Hudson?

| | Very Unimportant | | Unimportant | | Neutral | | Important | | Very Important | | Total |
|--|------------------|----|-------------|----|---------|----|-----------|----|----------------|-----|-------|
| Pedestrian safety & sidewalk accessibility | 4.03% | 5 | 0.00% | 0 | 6.45% | 8 | 22.58% | 28 | 66.94% | 83 | 124 |
| Expanded or improved bicycle routes | 3.23% | 4 | 2.42% | 3 | 18.55% | 23 | 37.90% | 47 | 37.90% | 47 | 124 |
| Additional bus routes and bus stops | 4.03% | 5 | 3.23% | 4 | 16.94% | 21 | 42.74% | 53 | 33.06% | 41 | 124 |
| Improved bus frequency | 3.25% | 4 | 3.25% | 4 | 13.01% | 16 | 54.47% | 67 | 26.02% | 32 | 123 |
| Road improvements to reduce congestion | 11.29% | 14 | 3.23% | 4 | 20.97% | 26 | 29.84% | 37 | 34.68% | 43 | 124 |
| Reduced speed along streets | 3.23% | 4 | 9.68% | 12 | 20.16% | 25 | 21.77% | 27 | 45.16% | 56 | 124 |
| More car parking | 21.14% | 26 | 18.70% | 23 | 34.96% | 43 | 16.26% | 20 | 8.94% | 11 | 123 |
| Additional bicycle parking | 5.60% | 7 | 8.80% | 11 | 32.00% | 40 | 43.20% | 54 | 10.40% | 13 | 125 |
| Total | | | | | | | | | | 125 | |
| Skips | | | | | | | | | | 346 | |

Q31. Are there any specific locations where safety and/ or congestion issues should be addressed? Please specify the location and issue that should be addressed

Total 97
Skips 374

Q32. (Optional) Is there anything else you would like to share with regards to transportation and circulation?

Total 60
Skips 411

Q33. How concerned are you that climate change will impact the City of Hudson?

| Answer Choices | Responses | |
|--------------------|-----------|----|
| Very concerned | 55.88% | 57 |
| Somewhat concerned | 38.24% | 39 |
| Not concerned | 5.88% | 6 |
| Total | 102 | |
| Skips | 369 | |

Q34. Which of the following topics are most important for the City of Hudson to address as it relates to climate resilience? (Choose up to three)

| Answer Choices | Responses | |
|-------------------------------------|-----------|----|
| None of the above | 0.98% | 1 |
| Drought preparedness | 20.59% | 21 |
| Air quality | 38.24% | 39 |
| Flood mitigation | 66.67% | 68 |
| Preparation for electricity outages | 50.98% | 52 |
| Urban heat island effect | 30.39% | 31 |
| Sewage and waste | 59.80% | 61 |
| Streets and storm drains | 0.00% | 0 |
| Other (please specify) | 7.84% | 8 |
| Total | 102 | |
| Skips | 369 | |

Q35. What projects should the City prioritize to increase sustainability? (Choose up to three)

| Answer Choices | Responses | |
|--|-----------|----|
| Accessibility to alternative transportation options (e.g., bike lanes and public transportation options) | 50.98% | 52 |
| Increasing conserved lands and open space to improve water quality and public access to green space | 69.61% | 71 |
| Upgrade energy efficiencies in municipal buildings | 30.39% | 31 |
| Incentivizing sustainable building practices through local building and/ or zoning codes | 51.96% | 53 |
| Upgrade stormwater management on city streets (e.g., rain gardens, pervious surfaces, coastal roadway elevation, etc.) | 75.49% | 77 |
| Other (please describe) | 7.84% | 8 |
| Total | 102 | |
| Skips | 369 | |

Q36. (Optional) Is there anything else you would like to share regarding natural resources, sustainability, and resilience?

Total 42
Skips 429

Q37. How frequently do you use the following parks in the City of Hudson:

| | Never | 1-3 times per week (A few times per week) | 4-6 times per week (Weekly-mor) | Most days | Total |
|---|--------|---|---------------------------------|-----------|--------|
| 1. 500 Block of Warren Street Pocket Park | 45.52% | 66 38.62% | 56 15.86% | 23 0.00% | 0 145 |
| 2. 7th Street Park / Public Square | 11.64% | 17 39.04% | 57 44.52% | 65 4.79% | 7 146 |
| 3. Cedar Park Cemetery | 30.14% | 44 33.56% | 49 27.40% | 40 8.90% | 13 146 |
| 4. Charles Williams Park | 54.17% | 78 32.64% | 47 9.72% | 14 3.47% | 5 144 |
| 5. Henry Hudson Waterfront Park | 2.72% | 4 21.09% | 31 59.18% | 87 17.01% | 25 147 |
| 6. Hudson Dog Park | 63.70% | 93 19.86% | 29 13.70% | 20 2.74% | 4 146 |
| 7. Oakdale | 11.72% | 17 40.69% | 59 36.55% | 53 11.03% | 16 145 |
| 8. PARC Foundation Pocket Park (Connecting Warren Street to State Street on the 300 blocks) | 40.41% | 59 36.99% | 54 19.86% | 29 2.74% | 4 146 |
| 9. Promenade Hill Park (Front Street Park) | 10.20% | 15 27.89% | 41 53.06% | 78 8.84% | 13 147 |
| 10. Thurston Park (200 Block of Warren Street Pocket Park with Playground Equipment) | 61.81% | 89 24.31% | 35 11.81% | 17 2.08% | 3 144 |
| | | | | Total | 148 |
| | | | | Skips | 323 |

Q38. How effectively do the city's parks fulfill the needs listed below?

| | Inadequate | Adequate | More than adequate | Total |
|---|------------|------------|--------------------|--------|
| Facilities for social gatherings (picnics, etc.) | 47.95% | 70 47.95% | 70 4.11% | 6 146 |
| Public restrooms | 79.02% | 113 20.98% | 30 0.00% | 0 143 |
| Sports facilities (e.g. baseball and soccer fields) | 52.48% | 74 43.97% | 62 3.55% | 5 141 |
| Swimming pools | 87.86% | 123 12.14% | 17 0.00% | 0 140 |
| Off-leash dog areas | 27.41% | 37 55.56% | 75 17.04% | 23 135 |
| Hiking and walking trails | 57.34% | 82 40.56% | 58 2.10% | 3 143 |
| Biking trails | 72.41% | 105 27.59% | 40 0.00% | 0 145 |
| Preserved open space | 51.06% | 72 48.94% | 69 0.00% | 0 141 |
| ADA accessible parks and recreational facilities | 47.45% | 65 49.64% | 68 2.92% | 4 137 |
| Playgrounds | 51.82% | 71 45.26% | 62 2.92% | 4 137 |
| | | | Total | 147 |
| | | | Skips | 324 |

Q39. Which of the following is true about the parks listed above?

| Answer Choices | Responses |
|-------------------------------------|------------|
| I feel like I can be myself | 33.58% 45 |
| I feel welcome | 36.57% 49 |
| I feel a sense of community | 29.85% 40 |
| I can connect with nature | 52.24% 70 |
| I can easily access parks in Hudson | 78.36% 105 |
| I feel safe | 49.25% 66 |
| Total | 134 |
| Skips | 337 |

Q40. (Optional) Is there anything else you would like to share with regards to parks, recreation, and open space?

Total 74
Skips 397

Q41. Generally, how often do you shop or dine in Hudson?

| Answer Choices | Responses |
|------------------------------|-----------|
| Every day | 18.70% 23 |
| A few times a week | 50.41% 62 |
| A few times a month | 22.76% 28 |
| Once a month | 4.07% 5 |
| Every couple of months | 3.25% 4 |
| I do not shop/dine in Hudson | 0.81% 1 |
| Total | 123 |
| Skips | 348 |

Q42. Which of the following types of businesses would you like to see more of in Hudson? (Select all that apply)

| Answer Choices | Responses |
|--|-----------|
| Daily convenience/services (e.g., convenience store, pharmacy etc.) | 39.67% 48 |
| Hospitality and lodging facilities (e.g. hotels) | 20.66% 25 |
| Grocery stores | 73.55% 89 |
| Retail shops (e.g. apparel, bookstore, furniture store etc.) | 32.23% 39 |
| Restaurants, bars, and coffee shops | 34.71% 42 |
| Family entertainment (e.g., bowling alley, movie theater, sports center, laser tag, rock climbing, etc.) | 55.37% 67 |
| Other (please specify) | 24.79% 30 |
| Total | 121 |
| Skips | 350 |

Q43. Which of the following physical improvements should the city prioritize to support its commercial corridors? (Select all that apply)

| Answer Choices | Responses | |
|--|-----------|-----|
| None - The City should not support its commercial corridors | 1.64% | 2 |
| Historic preservation and re-vitalization of historic strutures | 50.00% | 61 |
| Increased parking facilities | 31.97% | 39 |
| Improved street design on Warren street (e.g. signage and trees) | 59.84% | 73 |
| Pedestrianization/ open streets days | 53.28% | 65 |
| Additional outdoor/sidewalk dining | 45.08% | 55 |
| Other (please specify) | 27.87% | 34 |
| Total | | 122 |
| Skips | | 349 |

Q44. What programs or policies should the City pursue to support economic development in Hudson? (select all that apply)

| Answer Choices | Responses | |
|---|-----------|-----|
| None - The City should not support economic development in Hudson | 0.82% | 1 |
| Provide support and resources for existing businesses | 72.13% | 88 |
| Incentivize new business formation in Hudson | 54.92% | 67 |
| Attract existing employers to relocate to Hudson | 47.54% | 58 |
| Pursue policies that diversify the types of business activities in Hudson | 68.03% | 83 |
| Other (please specify) | 18.85% | 23 |
| Total | | 122 |
| Skips | | 349 |

Q45. (Optional) Is there anything else you would like to share with regards to economic development?

| | |
|-------|-----|
| Total | 41 |
| Skips | 430 |

City of Hudson Comprehensive Plan

Community Visioning Session I Summary
City of Hudson | June 3rd, 2024

Introduction

The first of three community visioning sessions for Hudson’s new comprehensive plan took place on June 3rd, 2024 in the recently opened Spark of Hudson building. The event was an opportunity for Hudson residents to:

- Learn about the comprehensive planning process and opportunities to stay engaged in the process
- Share what values the new plan should reflect and provide input on how the planning process can be successful
- View and discuss findings from the existing conditions analysis and from preliminary survey responses

54 people attended the event over the course of two-hours to learn about the project and share their perspective on Hudson. In addition to being a productive engagement for the project team, the event was also a fun gathering for the community, with food being served and activities for kids.



Takeaways from the event will inform the themes for future engagements and ultimately the final comprehensive plan. Input from community members in attendance will also contextualize survey results and the existing conditions data analysis with the lived experience of Hudson residents.

This document is organized based on the three event “stations” where Hudson residents could engage with the City and consultant team.

Values and Vision for the Comprehensive Plan

This station provided an opportunity for participants to ask representatives from City Hall about how the comprehensive plan will be used and how it could impact key issues in Hudson. Attendees could the visions and values they believe should guide the city’s planning.



Key Findings

- Many sticky notes related a value back to equity. For example:
 - Affordability- Minimize stress + family tension based on income level
 - Environmental Sustainability- To enforce environmental justice
 - Equity & Equality- Key to health, education access environmental and housing services
 - Preventing displacement- Systemic racism elimination

Hudson Today

Attendees could view the Existing Conditions data analysis, ask the project team any questions about the findings and methodology, and share any local insights that could inform how the data ought to be interpreted.

Engagements

This station was an opportunity to reflect on the planning process itself and share potential risks and opportunities for the planning process. Community members in attendance could take the survey and ask about the preliminary results, which were projected nearby.



Key Findings

Many responses to the “share your thoughts about the plan” concerned implementation of the plan as opposed to the values identified in the planning process. Responses included “Needs to be a comprehensive zoning reform” and “change city charter to allow for city manager than mayor.”

The community facilities- what’s missing activity quickly became crowded with suggestions (nearly 30 in total). Three categories encompass approximately half of the responses:

- Parks and natural spaces (5 responses): includes general requests for “more conservation areas” and “more public parks” along with specific comments. Examples of specific requests include: advocating for a “Community garden + green spaces - N Front River Garden” and “Friends of Public Square- Restore park + fountain on the street”
- Resources and programming for young people (5 responses): Includes requests for both educational resources and spaces for young people to congregate. “charter or STEM schools” along with “Lounge/Center for young adults.”
- Transportation and infrastructure (5 responses): Calls for improved transportation included requests for both service and infrastructural improvements. One respondents noted the need for improved traffic control and signals, adding verbally that this is particularly for people who are not able to hear well.

Additional responses fell into general “Resilience and conservation” and events categories. Considered alongside the top three categories noted above, the missing facilities prompt reflects three key values:

- 1. Social connection- as reflected by the requests for social spaces targeted to youth and increased event programming
- 2. Sustainability- as seen in the requests for additional street trees, conservation areas, and community green spaces and parks.
- 3. Effective governance- several comments reflect a desire for the city to improve services that are already available or to continue implementing a plan that was previously developed.

This activity provided an opportunity for residents to provide input on improvements they would like to see other than the need for additional units of affordable housing. Although two sticky notes call for additional housing, respondents largely did not associate community facilities with housing.

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City of Hudson Comprehensive Plan

Community Visioning Session II Summary
City of Hudson | September 21st, 2024

Introduction

The Second Community Visioning Workshop was an opportunity to build off the findings from the first workshop and survey and begin identifying specific goals and recommendations for the Comprehensive Plan to include.

The workshop took place on Saturday September 21st at Hudson High School. Approximately 20 Hudson residents attended the workshop. Following a brief presentation, workshop attendees convened in three groups to discuss specific emerging topics and potential recommendations for the plan to include. A table sheet (pictured below) for participants to post specific recommendations guided the conversations in each group.

| SHARE YOUR THOUGHTS! | | | DO THESE RESONATE WITH YOU? WHAT IS MISSING? | WHERE IN HUDSON IS THIS A PRIORITY? WHAT DETAILS ARE IMPORTANT TO CONSIDER? |
|---|---|--|---|--|
| AFFORDABILITY AND PREVENTING DISPLACEMENT WE HEARD THAT: 1. AFFORDABLE HOUSING IS A TOP PRIORITY FOR CURRENT RESIDENTS 2. THERE IS A NEED FOR MORE AFFORDABLE HOUSING IN THE CITY 3. THERE IS A NEED FOR MORE AFFORDABLE HOUSING IN THE CITY 4. THERE IS A NEED FOR MORE AFFORDABLE HOUSING IN THE CITY | PUBLIC SPACES, PARKS, AND SUSTAINABILITY WE HEARD THAT: 1. THERE IS A NEED FOR MORE PARKS AND PUBLIC SPACES 2. THERE IS A NEED FOR MORE PARKS AND PUBLIC SPACES 3. THERE IS A NEED FOR MORE PARKS AND PUBLIC SPACES 4. THERE IS A NEED FOR MORE PARKS AND PUBLIC SPACES | TRANSPORTATION AND GETTING AROUND WE HEARD THAT: 1. THERE IS A NEED FOR MORE PUBLIC TRANSPORTATION 2. THERE IS A NEED FOR MORE PUBLIC TRANSPORTATION 3. THERE IS A NEED FOR MORE PUBLIC TRANSPORTATION 4. THERE IS A NEED FOR MORE PUBLIC TRANSPORTATION | | |
| ECONOMIC DEVELOPMENT AND COMMERCIAL CORRIDORS WE HEARD THAT: 1. THERE IS A NEED FOR MORE ECONOMIC DEVELOPMENT 2. THERE IS A NEED FOR MORE ECONOMIC DEVELOPMENT 3. THERE IS A NEED FOR MORE ECONOMIC DEVELOPMENT 4. THERE IS A NEED FOR MORE ECONOMIC DEVELOPMENT | YOUTH AND FAMILIES WE HEARD THAT: 1. THERE IS A NEED FOR MORE YOUTH AND FAMILY PROGRAMS 2. THERE IS A NEED FOR MORE YOUTH AND FAMILY PROGRAMS 3. THERE IS A NEED FOR MORE YOUTH AND FAMILY PROGRAMS 4. THERE IS A NEED FOR MORE YOUTH AND FAMILY PROGRAMS | WHAT IS MISSING? | | |

Below is a summary of the main topics discussed during the breakout groups.

Housing

- Many participants agreed that affordable housing is necessary to enable current residents to stay in Hudson (i.e. to prevent displacement). Participants generally preferred programs and initiatives that serve existing residents (e.g. issuing grants for home improvements; vetting and increasing the supply of contractors that work with homeowners; educational

Public Works Partners

programs for homeowners; property tax allowances) over increasing the supply of housing in Hudson, though they were not opposed to the latter occurring.

- One attendee, who favors additional affordable housing in Hudson, noted that a major challenge for the City to overcome is misinformation and lack of public understanding about what affordable housing is and the nature of the housing crisis. In addition to programs that address housing affordability, the City should pursue a public education campaign to dispel common misconceptions.
- Several participants agreed that affordable housing should not be concentrated in any one area, but should be placed throughout the City. Furthermore, accessory dwelling units (ADUs), such as apartments above garages or converted garages that face alleys, should be allowed throughout Hudson. These are currently constrained by the zoning code, fire code, and historic preservation rules in Hudson.
- One group shared that there was a need to think of housing within the city's larger context of affordability and economic development in order to best address the needs of all residents. They noted the importance of property taxes and affordability for middle-class residents as well as job opportunities and the quality of the business environment.

Transportation

- Although improvements can be made to street safety and pedestrian infrastructure (sidewalks in particular), Hudson is still a remarkably walkable city, which is what led several participants to choose Hudson as their home.
- Many participants agreed that adding cycling infrastructure is important, but that it would be best suited for side streets off of Warren, like Union st. and State St. Warren should continue to have two-way traffic and parking on both sides of the street since many visitors arrive by car and have a destination on Warren Street.
- Few attendees were familiar with the City's parking plan, although most agreed that any parking policy should be informed by a quantitative analysis that determines when and where demand is the highest.
- Complimenting the transportation discussion, one participant noted that the project team should be thinking about how the City can place resources like corner stores within walking distance of residents, so they do not have to rely on driving or public transportation.
- Additional points that participants voiced:
 - Fairview/ Green St. intersection is unsafe and the fixes recently completed make it more unsafe.
 - Stop lights can be confusing, even for those who have lived in Hudson for their entire lives.
 - Public transportation improvements can indirectly improve street safety by taking drivers off the road.

Public Works Partners

- Increasing the amount of parking is less necessary for residents than for tourists and visitors.
- The bus should have a connection to the airport.

Youth and Families

- Participants agreed that transportation policies should make the city accessible and safe for young people and children.
- There was general agreement that investment in education is needed to support the city's youth.
- Participants in one group agreed that the plan should try to bolster the relationship between the school district and Hudson residents, even those without kids. This could take place through job opportunities or workforce development programs that connect young people to Hudson businesses.
- There was agreement that more spaces are needed for young people- particularly those middle school to high school age. This includes additional opportunities for young people to meaningfully engage with the City of Hudson's planning and policy
- The role of economic development and job opportunities for young people was also raised as an important consideration.

Sustainability and Infrastructure

- One group discussed the need for infrastructural improvements including, but not limited to, sewage and stormwater and more sustainable road salting. This is closely related to a larger question that emerged in several groups about how infrastructure can help make the city more environmentally resilient.
- Another idea that surfaced was that Hudson might consider adding solar panels to its municipal buildings.

Economic Development and Commercial Corridors

- One group identified a need for an integrated economic development approach that considers affordability, quality of jobs, and future development. They also noted the need for the plan to include fiscal strategies to ensure that recommendations are actionable, as funding is a recurring challenge.
- Additional workforce development programs could be pursued as a solution to several of the goals outlined so far. Young people could be better equipped to stay in Hudson and earn a living, more employers could choose to locate in the City, and existing employers would be more likely to expand.

Public Works Partners

- One group believed that lack of grocery stores/ corner stores should be addressed by the plan. One participant noted that the current zoning code is too restrictive on commercial properties and that there is a lack of diverse building typologies conducive to grocery stores. The plan and an updated zoning code should address this. The zoning code in particular is outdated and more suitable to “suburban” developments which impacts a range of economic development issues.
- Participants noted that Warren Street is not the only commercial corridor in Hudson and shouldn’t be thought of as the only one in Hudson. Creation of additional commercial corridors and greater dispersal of businesses within Hudson was universally popular among the group.
 - One participant noted that businesses along Warren Street come and go: the commercial rents are very high and they seem to be unaware of the city’s seasonal shifts.
 - Adding more benches along Warren St. or other streets was popular among nearly all participants in one group.
- Many noted that the plan should contemplate Hudson as a City of neighborhoods- not just in relation to Warren street. Participants support programs and designs that bolster neighborhood identity. Many noted that there are effectively three distinct “neighborhoods” in Hudson.

Parks and Public Space

- While there are numerous opportunities to create entirely new parks and public spaces, the City should maintain its existing properties, among them the pocket parks, “Mexican Radio Park,” and the waterfront. Rather than new development, the city should consider the ways in which it can help existing parks and open spaces meet residents’ needs. This approach would be cost effective and could include activation or other place-based strategies.
- One challenge that was noted regarding the maintenance of open spaces is that Hudson does not have a parks department charged with public space maintenance, improvements, and development. This responsibility currently falls on the Public Works Department, who also have to manage utilities, streets, and a myriad of other public goods. The Youth Department also bears some responsibility but its attention is split.
- One group discussed whether Hudson should consider expanding “Friends of” organizations to take care of and program the park properties. This could bolster neighborhood identity, which the group previously agreed is important, and address resource constraints. Another idea would be to use the Youth Department to hire young people to be responsible for Parks properties. Overall, participants vocalized a recognition that the city has resource constraints and should try to leverage its existing assets as much as possible to improve public space.

Public Works Partners

- There was a specific note that Seventh Street Park and its vicinity feels unsafe at night. Participants agreed that this is more of a design problem and does not need to be addressed through policing.

Governance

- Participants shared that they want a comprehensive plan that is actionable, realistic, and geared towards implementation, rather than one that would “sit on the shelf.”
- A participant noted that it can be difficult for residents to know what is happening in Hudson. One idea was for the City to have a public map with information on what businesses are opening (or already open), what construction is taking place, and any other projects that are currently being planned.
- Many participants agreed that the city should prioritize “coherence,” clarity, and transparency in its planning efforts. The City has developed numerous plans in recent years and it is difficult to keep track of it all. This is largely a communication problem: the City should develop and share these plans as part of a singular vision for Hudson’s future.

City of Hudson Comprehensive Plan

Community Visioning Session III Summary

City of Hudson | December 16th, 2024

Introduction

The third and final Community Visioning Sessions for Hudson’s new Comprehensive Plan took place on December 16th, 2024, at the Spark of Hudson. The third session achieved the highest attendance, with 67 participants.

The workshop was an opportunity for Hudson residents to review and discuss findings from the planning process and the Plan’s proposed visions, as well as to share feedback on proposed guiding principles and strategies as they are developed for the Comprehensive Plan. In addition to being productive, the event was also fun and joyful, with pizza and children participating in youth-centered engagement activities. Community feedback gathered during the event will directly inform the draft Comprehensive Plan, which will be available for comments from the public in early 2025.

Workshop Structure

The space was organized into two sections for attendees to learn about the planning process and to provide input on proposed components for the Comprehensive Plan:

- **How We Got Here:** The first section provided an opportunity for participants to review and discuss the comprehensive planning process and work completed to date, including previous meetings and workshops, the community preference survey, existing conditions analyses, and reviews of previous plans.
- **Guiding Principles and Proposed Planning Strategies:** The venue’s primary space was organized around stations for attendees to discuss and reflect upon the five community visions, framed as guiding principles, and each of their related goals for the Comprehensive Plan. The stations had in-depth information about each proposed strategy, including context, implementation timelines, past planning efforts, and how they would help advance community goals. Participants engaged closely with and provided feedback on the strategies. At large, participants shared excitement for the plan’s guiding principles and strategies, providing useful reflections and feedback that will inform the draft Comprehensive Plan. Below are the comments that participants shared for each strategy.

Community Feedback

The following table contains the feedback that community members, organized by strategies for each guiding principle:

| GUIDING PRINCIPLE | GOAL | COMMENT |
|-------------------|--|--|
| Affordable Hudson | Modernize Hudson's zoning code to better represent the Hudson of today | Allow and encourage ADUs (Accessory Dwelling Units). |
| | | Reserve or buy more residential areas vs. solar farms on vacant lands. |
| | | No more single-family zoning—allow multi-family everywhere. |
| | | More affordable housing ASAP. |
| | | Re-zone the north side of town for commercial use, including stories on the north side. |
| | | Form-based code in the downtown commercial areas. |
| | | One of the largest barriers to homeownership is high taxes. Help alleviate that by allowing ADUs. |
| | | Encourage mixed-use developments to better serve all segments of the community. |
| | Expand the City's capacity to promote affordability | Look to the rest of the county! Hudson's density should benefit from sharing the financial burden with surrounding areas to spread costs and benefits. |
| | | By promoting supportive services for people, we create long-term sustainable housing for individuals and their families. |
| | | Protect seniors. Stop housing affordability on limited income. |
| | | Protect elders from rent hikes. 50% of income should go to original cost of living, not price gouging. Implement more community management programs. |
| | | Create innovative programs to prevent long-standing residents, especially seniors, from losing their homes. |
| | | What would be the increased cost to the city for new residents who qualify for affordability measures? Is that sustainable? |
| | | Is this accomplished locally with new taxes? If not, how is it happening? Looking broader, poverty is not the way! |
| | | More affordable housing! |
| | | Create more affordable housing without PILOTs (Payment in Lieu of Taxes). |
| | | Stop granting GALVAN PILOTs (Payment in Lieu of Taxes). |

Public Works
Partners

| GUIDING PRINCIPLE | GOAL | COMMENT |
|---|--|--|
| Livable Hudson | Simplify the review process for development that aligns with community priorities | The consolidation of affordable housing is not successful while the rest of the county takes the burden. Why are we doing this? Improve equitable funding. |
| | | Protect long-term residents from tax grabs, buy-outs, and gentrification. |
| | | Set a timeline for zoning/planning review. |
| | | Allow for higher density housing to reduce housing costs and meet demand. |
| | | Residential parcels, especially for low-income neighbors. |
| | | Is there a way to subsidize rents for businesses on Warren Street that offer more affordable options? |
| | | A limit on non-profit buildings. All must pay taxes. |
| | Support existing and future businesses with public realm improvements | Walkable city pathways at the periphery of the city, with pathways through green spaces. |
| | | Create jobs that cater to residents. |
| | | Residents' needs and access should be as weighty as business needs. Example: fix street closures. |
| | | Connect the business coalition, the mayor, and the council. |
| | | Allow for higher density with zoning. |
| | | Make Warren Street pedestrian only. |
| | | New business advisors to help emerging entrepreneurs prioritize efforts and take action. |
| | | Public WiFi (students, businesses, etc.). |
| | | Develop the waterfront with better design and options for dining, retail, and public space, while keeping affordability for locals. |
| Don't neglect other areas of the city like State Street and Columbia Street. | | |
| Increase play areas and street furniture to include kids, seniors, and caregivers. For example, seating near food or gathering areas. | | |
| Increase planting areas and bioswales that serve functional and ecological roles while beautifying local areas. | | |
| Bring employers and industries with quality | Keep Hudson accessible to families with child care. | |
| | Require hiring from local jobs—not imported employers from NYC. | |
| | This is very important. Prioritize opportunities for local residents, not those from NYC or other locations. | |
| | | Develop FUBU (For Us, By Us) business relationships. Create more opportunities for African-Americans. |

Public Works
Partners

| GUIDING PRINCIPLE | GOAL | COMMENT |
|-------------------|--|---|
| | jobs to Hudson residents | Need affordable housing, including affordable jobs and house training. |
| | | Get rid of the prison and turn it into a campus with vocational programs. I know it's difficult, but the city does have visionary and engaged voices. |
| | | Please focus on setting high educational standards in the school system. |
| | | Keep Albany Trust to help upstate workers have public and equitable employment. |
| | | Develop a guild—carpentry, plumbing, and electrical—to mentor and train. |
| | | Investment in tech and AI for future/current generations. In 10 years, this can give back. |
| | | Giving more locals the opportunity to get a job that actually allows them to afford the necessities. |
| | | |
| | Strengthen regional economic development partnerships | Match core education programs (local) with potential partnerships to create talent pools for young talent. |
| | | Without a doubt, Hudson needs affordable housing besides condos. |
| | | Create a transportation system between Hudson, Chatham, Red Hook, etc. |
| | | Loan forgiveness matching for healthcare, childcare, and aging-in-place workers who support our community (or upskill local talent at lower costs). |
| | | A limit on non-profit buildings. All must pay taxes. |
| | | Ditto (Refers to the sticky note about loan forgiveness or affordable housing). |
| | | Provide pathways for young talent by teaching about sustainable industries and agriculture. |
| | | |
| | Improve public, open, and "third places" | Community pool, fitness facility, tennis, and basketball courts. |
| | | Make a high-level plan for Hudson parks. |
| | | More well-managed green spaces! |
| | | Consider programs like FDR Park in Yorktown to encourage community gathering and reuse of existing spaces. |
| | | Create a Parks Department to establish standards and improve maintenance. |
| | | Multi-use public plazas. |
| | | Affordable co-working spaces. |
| | | Emphasis on the unique historic experience. |
| | | Make it a priority to keep parks in good condition. |
| | | One kiosk active and virtual, with events schedule and location known. |

Public Works
Partners

| GUIDING PRINCIPLE | GOAL | COMMENT |
|-------------------|---|--|
| | Make Hudson age inclusive | Make all parks have sections that are ADA accessible. |
| | | Invest in the youth department! |
| | | 24/7 public transportation and electric buses. |
| | | Workforce development programs to prepare locals for jobs. |
| | | Senior resident plans with safe sidewalks and resources to help older adults. |
| | | More activities and play spaces for children of all ages. |
| | | Playgrounds initiative: more things for kids! |
| | | Community center for recreational programs and events. |
| | | Many seniors are looking for long-term activities and ways to stay engaged outside the home. |
| | | Build family-oriented activities like bowling and roller skating. |
| | Strengthen Hudson's arts and cultural amenities | Establish committed relationships with arts organizations to grow cultural offerings. |
| | | Invest in the schools! We need more arts programs for kids to build long-term interest. |
| | | Strengthen overall programs for kids: assist in art studies, theater, and other classes. |
| | | Expand special access for Hudson residents to local cultural spaces. |
| | | More opportunities for community collaborations and public art displays. |
| | | Emphasize workshops and teaching for creative skills like music and painting. |
| | | |
| | Prioritize climate-ready infrastructure and programming | Community gardens! |
| | | More permeable surfaces |
| | | Trees on streets for shade, air-cooled spaces for the public. Trees would be a wonderful way to beautify Hudson & provide shade. |
| | | Parking areas should use concrete blocks with spaces for earth/grass to grow |
| | | Edible landscape |
| | | Fruit trees as shade trees in parks all residents can harvest & enjoy |
| | | Drawing with permeable surfaces and trees between street parking spaces |
| | | Build structures to withstand flooding by raising them higher. |

Public Works
Partners

| GUIDING PRINCIPLE | GOAL | COMMENT |
|-------------------|---|--|
| | Adopt new land use regulations in the city's floodplain | Wasn't this in part covered by the LWRP, which is funded locally and federally and involves regulations for land use in flood-prone areas? |
| | Create an urban forest | Better Mill Street/green space access! |
| | | More trees everywhere! |
| | | Flowerbeds on sidewalks! |
| | | Capitalize on existing green spaces, gardens, edible & sensory. |
| | | Trees—Increase to decrease runoff like what was done in NYC! Focus on reclaiming unused land. |
| | | We have an urban forest at Oakdale, which is threatened by clear-cutting & needs regeneration. |
| | | Encourage wild gardens in backyards & fruit trees. |
| | Improve pedestrian and bicycle infrastructure | Smooth sidewalks. |
| | | Beware of steep inclines; only better bikes will be able to manage. |
| | | Close Warren Street on Sunday mornings for bikes and pedestrians. |
| | | Better crosswalks! |
| | | Make Warren Street pedestrian-only. |
| | | Install water fountains to support walking and biking in warmer seasons. |
| | | Lack of access to crosswalks and safe crossings—especially in areas where children walk. |
| | | Connect all parks and green spaces with walking paths. |
| | | Create outdoor activity zones like gyms to encourage physical activity. |
| | | Finally, get streets done! |
| | Make Hudson easier to navigate with improved signage and wayfinding | Greenways to connect parks and parts of town/neighborhoods. |
| | | Park/green space maps! |
| | | Safe sidewalks. |
| | | Improve pedestrian access to parks—especially from State Street to Cross Street. |
| | | Make the alleys clean and safe with better bike/pedestrian paths. |
| | | Roads, sidewalks, and crosswalks need to be maintained better—people depend on them! |
| | | Yes, yes, yes! (referring to improved signage and navigation). |

Public Works
Partners

| GUIDING PRINCIPLE | GOAL | COMMENT |
|-------------------|--------------------------------------|--|
| | Expand public transportation options | Support bicycle use! |
| | | Electric bus system in Hudson. |
| | | City bike/scooter rentals. |
| | | Trolley work in cities like Hudson is still outdated—update it! |
| | | Realize it will take long-term investment to support transportation initiatives. |
| | | Exactly, there should be safety and accessibility for all forms of transit. |